





Today's  
Advertisements.

**PARTICULARS OF THE VERY VALUABLE CROWN LEASEHOLD PROPERTY.**  
Situating in VICTORIA CENTRAL, Hongkong, with splendid frontages on Peel Street, Wellington Street and Stanley Street.  
To be sold by PUBLIC AUCTION, in Four Lots, on MONDAY, the 16th day of October, 1899, at 3 P.M., At the Premises, by Messrs. HUGHES & HOUGH, Auctioneers.

ALL those of the very valuable Messuages and Premises known as Nos. 1, 3, 5 and 7, Peel Street situate on the Remaining Portion of INLAND LOT No. 164. The Lot is held direct from the Crown for the residue of the Term of 75 years and for the further Term of 924 years granted therein subject to the payment of the rents and to the performance of the covenants in the Crown Lease and Extension reserved and contained.

For further Particulars and Conditions of Sale, apply to Messrs. WILKINSON & GRIST, Solicitors, and Messrs. HUGHES & HOUGH, Auctioneers.

Hongkong, 3rd October, 1899. (12504)

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR SINGAPORE, PENANG AND CALCUTTA.

**THE Company's Steamship.**  
"CHELYDRA,"  
Captain Davies, will be despatched as above on SATURDAY, the 7th instant, at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd October, 1899. (12504)

**CHINA NAVIGATION COMPANY, LIMITED.**  
SWATOW AND TIENTSIN.

**THE Company's Steamship.**  
"NANCHANG,"  
Captain Finlayson, will be despatched as above on TUESDAY, the 10th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd October, 1899. (12504)

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Company's Steamship.**  
"CHELYDRA,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 5th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd October, 1899. (12504)

**AN APPEAL.**  
THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. (1493)

**Intimation.**  
A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1874.

**IMPORTERS OF HIGH-CLASS BRANDIES.**

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18  
B.—Superior Very Old Cognac Red Capsule - - - - - \$21  
C.—Very Old Liqueur Cognac - - - - - \$24  
V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$36  
V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All our Brandy is guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.  
QUEEN'S ROAD CENTRAL.

## The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 3, 1899.

## TELEGRAMS.

## REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS. RESULT OF THE CABINET COUNCIL. LONDON, October 1st.

Friday's Cabinet Council, in the absence of a reply from the Transvaal to Mr. Chamberlain's last despatch, agreed to draft a despatch formulating their own proposals which will probably be communicated to the Transvaal in a few days.

Parliament will be summoned to consider the situation. Military movements are kept secret but the Evening papers report that the Cabinet decided to despatch an Army Corps to South Africa immediately.

The Commandants of the Australian Colonies (except New Zealand) are sitting at Melbourne to discuss the equipment and despatch of the forces for South Africa.

The British and Boers are largely concentrating on the Northern frontier of Natal. General Joubert and staff, and 4,500 men including 500 Germans have arrived at Volksrust. Two thousand Boers have been mobilised on the frontier near Mafeking and a camp has been established at Vryheid where the Boers are mobilising in great force. Hostilities are regarded as imminent and all the Natal local forces have gone to the Northern frontier.

(From Japanese Papers.)

## The Japanese Settlement at Fochow.

TOKYO, September 24th. A notification was issued to-day by the Foreign Office announcing that the conventions relating to the Japanese settlement at Fochow concluded between Japan and China on the 14th inst. have been approved and will be given effect immediately.

The Foreign Office has received a telegram stating that the total area of the Japanese settlement at Fochow is 2,000 *chao*, comprising 17,000 *chao* at Fuchai and 30,000 *chao* at Shichuan, and the Taotai has issued a public notification of the delimitation of the settlement.

## Russia and Korea.

ST. PETERSBURG, September 19th. On the 14th inst., the Russian Government addressed a very strong representation to the Korean Government, in which it was alleged that more than half of the land at Masan-po, which the Russian authorities desired to purchase, had been bought by foreigners or other nationalities. This was the result of negligence on the part of the Korean Government, as the purchase of the land was previously demanded by Russia. Should the Korean Government fail to take proper measure and satisfy Russia, decisive action would be taken.

The Korean Government replied to this despatch on the following day, stating that it was arranged that landowners should be at liberty to sell to foreigners within one year of Masan-po, and it was impossible for the Korean Government to interfere in the matter. The sale of the land at Masan-po was not the result of any negligence on the part of the Korean Government.

## The Fire at Hakodate.

TOKYO, September 18th. The disastrous fire at Hakodate, originated in the combustion of alcohol at a *chado* manufactory. The principal buildings destroyed are the temples of Western Hongkong, Shin Zonjoji, Gwanjoji, Higashikawa elementary school, Gendarmier Station, Bazaar, etc. The sufferers are quartered in a theatre and are receiving relief from the mayor. The losses of the insurance offices are not yet precisely ascertained, but the amount so far known is Yen 80,000 for the Meiji Insurance, Yen 20,000 for the Tokyo Fire Insurance and Yen 5,000 for the Meiji Insurance.

## The Attitude of the Stock Exchange.

TOKYO, September 22nd. A London telegram which reached a bank at Yokohama to-day states that the dispute with the Transvaal has become acute, and the money market in London is much disturbed. The Stock Exchange has practically taken a holiday, no business being done.

## The N.Y.K. Debentures.

TOKYO, September 22nd. The Nippon Yusen Kaisha will redeem its debentures to the amount of Yen 1,500,000 on the 24th inst. The drawing of numbers was held to day at 10 a.m. in the head office.

## A Tidal Wave.

YAMAGUCHI, September 21st. A tidal wave was experienced at Tsuno district, Suwa province, on the morning of the 19th inst. The embankment on the beach was broken, and over 20 houses were flooded. Damage has been done to the rice crops.

## The Japanese Settlement at Fochow.

TOKYO, September 19th. The Convention relating to the Japanese Settlement at Fochow consists of twelve Articles, a special agreement of five Articles being annexed. The term of lease is for thirty years, renewable at the expiration of that time.

## More Warships for Amoy.

TOKYO, September 19th. The dispatch boat *Panama* has been ordered to proceed to Amoy, at the request of the Foreign Office. She left Sasebo to-day. A telegram has reached the Government stating that the gunboat *Tatsuta* left Shanghai for Amoy to-day.

## The Seoul-Chemulpo Railway.

CHEMULPO, September 18th. The opening ceremony of the Seoul-Chemulpo Railway was held to-day. Some 200 invited guests came down from Seoul to take part in the ceremony, the guests including the Ministers of State, Foreign Representatives and other foreigners and Koreans.

## The Italian Demands on China.

PEKING, September 21st. The Chinese Government has replied to the Italian Government to the effect that it is impossible for China to grant any of the demands of the Italian Government to work the mine at Ninghai.

## France and China.

PEKING, September 21st. France contemplates including in the limits of the district leased by her the two islands lying at the mouth of Kwangchow Bay. In the last telegram the line of railway demanded by France was stated to be from Langchow for Nanning. This is a mistake for from Cheungang (?) to Nanning the line will be a narrow-gauge one.

## Russia in Korea.

TOKYO, September 22nd. A Seoul dispatch to the *Asahi* of the 21st inst., announces that the Russian Government is making strong efforts to purchase the land allotted as the site for the station at Fusan on the Seoul-Fusan Railway.

## The Amoy Disturbance.

TOKYO, September 21st. A telegram has been received by the Government, stating that the Taotai of Amoy has been dismissed from his office. His successor is expected to arrive before the end of this month.

## The Ginseng Trouble.

TOKYO, September 21st. Mr. Li Yoi-ki, the Inspector of the *ginseng* trade, and Mr. McL. Brown, Chief Commissioner of the Korean Customs, have been making strong efforts for the purchase of *ginseng*. According to a telegram reaching the Government, Mr. Li Yoi-ki, upon the advice of Mr. Brown, has paid Yen 100,000 to the owners of the *ginseng* plantations as security, and thus almost 80 or 90 per cent. of the root has been bought up. Japanese merchants are now following their hands, as they can do nothing.
It was difficult to obtain so much money at one time as was paid to the *ginseng* growers, and the sum paid over includes the raw material imported for coining nickel coins, which at some Yen 50,000, and an amount lent from the Customs receipts by Mr. Brown.

## Fire on the "America-maru."

TOKYO, September 21st. Yesterday Mr. Miyabara, a surveyor in the Mercantile Marine Bureau, and Lloyd's surveyor inspected the *America-maru*. It was definitely ascertained that the fire originated in the coal bunkers. The sum of Yen 500 will cover the cost of repairs to the vessel, and the damage to the cargo is believed to be slight. It is privately stated that the steamer will leave for San Francisco on the 25th instant.

## The Situation at Amoy.

TOKYO, September 16th. There are signs of disturbance again at Amoy, where placards are being posted urging the people to rise and expel the Japanese. Under these circumstances, blue-jackets have been landed from the cruiser *Takachio* to guard the Japanese Consulate.

It was arranged that the graves of the Chinese within the limits of the proposed Japanese Settlement should be removed on payment of Yen 5 for each grave. But this arrangement will not be carried out immediately. The graves will only be removed as the land is taken up by Japanese who go to settle there.

## Embezzlement from the Tokyo Electric Light Co.

TOKYO, September 18th. It has been discovered that blank notes signed by Mr. Kintaro Masumoto, the President of the Electric Light Company, have been appropriated and Yen 50,000 drawn from the 27th, 28th and 29th January Banks. The cashier of the company, named Hayashi Toji, aged 33, has confessed that he took the money and spent it for his own purposes. It has been decided that the property of Hayashi, which is valued at some Yen 15,000, shall be confiscated, and the balance of Yen 35,000 paid by the directors, on the ground that the delinquency was due to the directors' carelessness. Mr. Ota, the head of the financial department, and Mr. Hayakawa, chief accountant, have resigned.

## WEATHER REPORT.

The Observatory report says:—On the 3rd at 11.45 a.m. the barometer continues to fall slowly on the China coast. The low pressure area in the Pacific seems to be moving slowly, at present in a W.N.W. direction towards the South of Formosa, but it will probably fill up or recur. Pressure remains high over the interior of China. Gradients moderate to rather steep, with N. and N.E. gales in the Formosa Channel and N.E. part of the China Sea. FORECAST:—Moderate N. winds; fine.

## LOCAL AND GENERAL.

THE number of cases of communicable diseases which have been notified as occurring in the Colony of Hongkong, during the week ended the 30th September, 1899 are:—Bubonic plague, 2.

THE universal lock-out in Denmark continues, no settlement having been effected. The number of men involved is now 80,000. The federated employers demand that future agreements with labour unions, shall be national, and not merely local.

THE *Daily Chronicle* announces that Mr. Henry Norman has been unanimously recommended by the committees of the local Liberal Associations as a candidate for the College Division of Glasgow. Mr. Norman is strong on the imperial side of our politics, and his travels in China, in Siam, and in Eastern Europe make him an expert in Near and Far Eastern questions.
THE *Huipo* states that the recent nor-westerly at Nanking succeeding many days of rain have been most disastrous to the farmers of that prefecture. Thousands of *mow* of late autumn crops have been blown down, and owing to the inundated condition of the country the grain has either rotted or sprouted. A severe famine is therefore expected in the winter and also next spring, unless outside help be obtained.
THE *Echo de Chine* of the 28th September says that war is imminent in the Transvaal owing to the incessantly renewed demands of Great Britain. General Delanne replaces the late General Bullitt in the command of the Staff. The French Colonial Office is actively engaged with the means to be put at the disposition of the French colonies in Western Africa, when that work is finished the delimitation of the frontiers of the Soudan will be taken up.

## We made a slight error in our report of a gentleman being bitten by a dog in Beaconsfield Arcade.

The place in which the accident occurred was Seymour Terrace, not Beaconsfield Arcade.

ON the 28th Sept. the remains of Mrs. Yen, relict of the late Rev. Y. C. Yen of the American Episcopal Mission, were interred in the Christian section of the West Gateburial ground, Shanghai. The services were performed at the Church of Our Saviour, Hongkong, and a large number of relatives and friends, including several foreigners, attended.

WE understand that a Cremation Society is in process of formation in Hongkong the first step to be taken by which will be the collecting of information from other Cremation Societies, with a view to ascertain the different types of Cremation apparatus, the respective costs of such apparatus, the plans of different Crematoriums, the cost of cremating, etc.

MR. W. Rollinson, the representative of the well known firm of Sieber, Seals & Co. (of Sheffield), the great steel manufacturers of England, left by the N. Y. K. *Hiroshima-maru* to-day for Singapore, but will return to Hongkong shortly, where he hopes to be able to offer facilities for supplying engineering firms at a cheap rate for the best articles procurable.
MR. MacNaughton, the out-door agent of the Equitable Life Assurance Company, who has been very successful amongst the shipping fraternity of Hongkong, and who is highly esteemed in the Colony, left to-day on the *China* for Shanghai, where he relieves another member of a branch of one of the most prosperous and paying Insurance Companies of the United States.

MR. BROWIE, who was recently in Shanghai in connection with the formation of the much needed steam laundry, has secured the contract for laying down a complete electric installation for the Astor House. Messrs. Jansen, the proprietors, were informed, closed for T's 7,500. Mr. Browie is on his way to America and it is expected that the installation will be completed before the end of the year.

A CANTON dispatch reports that more than half of the members of the *Ikun* service in that city have recently resigned, as a protest against Kang Y's arbitrary demands for contributions, and that so obnoxious has the Lord High Executioner made himself that double guards have had to be detailed to protect his residence. Kang Yi is even reported to have said in this connection that he would be lucky if he succeeded in returning to Peking alive.
IT is expected that the next half-yearly report of the Nippon Yusen Kaisha will show a very flourishing state of affairs. During March, April, and May business was somewhat slack, but from June it became exceptionally brisk, and in addition to obtaining full freights, the Company found its expenses reduced by about three hundred thousand *yen*, in consequence of the diminished cost of coal. Thus the rate of dividend will probably be 9 per cent. and may be as much as 10.

THE Royal Engineer Variety Club gave their repeat concert last night to a crowded and enthusiastic house. In our report of Saturday's concert we omitted to mention Mr. Stanton's song "The Storm Wind," which was very well received, his turn not being on the programme was the cause of the omission. The same programme was given as on Saturday and, if possible, was better received than on the previous night, the actors feeling more at home in their several parts.

A LARGE and representative gathering of native gentry, notables, merchants, and comrades of foreign firms assembled at the new Mixed Court, North Cheking Road, Shanghai, yesterday afternoon, at 3 o'clock, reports the *N. C. Daily News* of September 29th. The occasion was the presentation by these people to his Worship Weng, Magistrate of the Mixed Court, of a number of gifts in token of the gratitude and respect of the Chinese inhabitants of Shanghai for his strict integrity and fairness in all matters coming under his jurisdiction, during his incumbency of the Mixed Court.
THE tennis match between the representatives of the Country Club and the Shanghai Cricket Club was concluded yesterday in the grounds of the former, says the *N. C. Daily News* of 29th September. Messrs. White and Biron (Country Club) beat Messrs. Hudson and Carruthers by two sets to love, and Messrs. McLaren and W. H. Moule (S. C. C.) beat Messrs. Johnston and Bullard by two sets to one. There was a large attendance and excellent play all round. The result of the two days' play resulted in a win for the Country Club by 56 games to 54 on the part of the Cricket Club; the total sets won by each club being equal. This, it may be noted, is the first victory for the Country Club for about ten years past.
THE following "explanation" of the Boer Franchise Law appears in the *Press of Pretoria* as from an Irish correspondent.—Look here, if a man comes into the country before the law is passed, he can get the franchise nine years after he has been seven years in the country, five years after the law was passed, or within five years after he has been here seven years, provided he came here nine years ago, provided he can prove to the satisfaction of the Fieldcornet, the Commandant, the State Secretary, the State Attorney, and the Under Secretary of the Green Tape and Sealing Wax Office, that he has always been a man of good character, and never played less than penny pin.

He must then give six months' notice that he intends to apply five years after he has been here nine years, or two years after he has been here seven years, and the Fieldcornet shall then take his name and address and forward the same to the Commandant, who shall forward it to the Landrost, who shall forward it to the State Secretary, who shall call a special meeting of the Executive Council at once. The things as clear as mud. I can't see what all this fuss is about.

## VESSELS leaving Singapore westward in the early part of September had, rather a rough time of it between there and Colombo, owing to the prevalence of bad weather in the Indian Ocean.

A number of cargo steamers from Java to America were delayed three or four days, including the *Ashton*, the *St. Giles*, the *Dillon Hall*, the *St. Bede* and the *Bendi*.
REUTER'S AGENCY states that in consequence of the important discovery of Dr. Ronald Ross of the malarial mosquito, Dr. Fielding Ould, who has been much engaged in private research in connection with the Liverpool School of Pathology, under Professor Boyce, will go out to Sierra Leone to aid in the investigation of the matter. He will leave Liverpool by the Elder Dempster steamer *Biafra* on Saturday, September 2nd.

A MEETING of members of the Singapore Rifle Association was held at the Drill Hall, on the 21st. Major Murray presided over a moderate attendance. The following were elected as the committee: Major Murray, Captain St. Clair, Gunner Linton, Mr. Fittock, with Lieut. Hilton as secretary and treasurer, and another to be yet nominated. It was decided that the future working of the Association be left in the hands of the committee, and rules, &amp;c., will shortly be delivered to the members of the Association.

A CERTAIN popular lady novelist has attained to the dignity in Australia of having a race-horse named after her. An incident at the Melbourne City Police-court has brought the fact into prominence. A constable was giving evidence in a case of alleged illegal betting. "He said he backed Merry Gorilla," observed the witness. "Merry Gorilla?" exclaimed the presiding magistrate; "I never heard of a horse with such a peculiar name." "He means Marie Correll," explained the prosecuting lawyer.

MAYSON and Love in the six-sided football games of the H. F. C. yesterday drew, with no score. C. Kew, however, beat Lieut. Greene by one goal to nil. We understand that a new player by the name of Hall shaped very well. It appears to us that the Club will find it somewhat difficult in arranging the teams this season, owing to the influx of new members, for it will hardly seem fair to discard those who played so heroically last year. The Club, however, will be thoroughly justified in omitting any of last year's members if any of the new are superior.

## HONGKONG RIFLE ASSOCIATION.

After a series of competitions extending over several months the range handicap Cup was finally won on Saturday last by Mr. Sergt. Blair with a score of 94, being only 6 points off possible. This closes the Subscription Cup competitions, and practice for the Interport Match will now commence in earnest. There were 23 entries on Saturday. Following are the best scores.

	300	600	H'cup	Total
Mr. Sergt. Blair	47	47	—	94
Mr. Pidgeon	45	44	3	92
Mr. Marshall	46	44	—	90
Sergt. Bowers, R.E.	47	43	—	90
Corpl. Jones, R.E.	41	43	6	90
Corpl. Hills, R.E.	45	44	—	89
C. S. Wallace, R.E.	46	37	—	83
Mr. Klinek	42	37	5	79

## GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

HONGKONG, 3rd October, 1899. Messrs. Lutgens, Kinsmann &amp; Co., the General Agents of the Great Eastern and Caledonian Gold Mining Co., Limited, have received the following report from the mines, written by Mr. Thomas Cash:—

Since my last report there is nothing fresh to mention now, only at the Caledonian Mine. The drive north of old main underlie shaft has been extended a further distance of 12 feet making total length 100 feet and is still five feet wide and carries a very good hanging wall. The stone in the face according to mortar prospects will yield about 8 dwis. of gold per ton; it is almost impossible to judge the value of such a big reef without making a test crushing of say (200) two hundred tons. At present there is over 80 tons of stone at grass and as soon as the new cams have been put on the battery there will be sufficient stone out to make the test crushing. I have every reason to believe this mine will prove payable when it is put in working order by sinking the air shaft and driving the main levels North and South at the bottom of the New Main Shaft.

Bank of England Mine. The main drive North has been extended (3) three feet making total length from main shaft 87 feet. There are still two reefs in the face. The one on the footwall is about 10 inches, each reef carries about 6 dwis. of gold per ton. A prospecting drive has been put in south 14 feet on a reef 15 inches wide which shows gold very freely. No. 2 slope North on the main reef is 45 feet long by 42 feet high. No. 2 slope is 29 feet long by 61 feet high. As regards the reef and prospects of same, there is nothing fresh since my last report. Mr. Georg has decided to stop all work on this line of reef as he thinks there is not sufficient capital to carry on the necessary development work. The result of the crushing from the different mines on this line of reef, namely, Bank of England, Rise and Shine and Zulu will be known, I think, to-morrow. I am sorry to say judging from the amalgam taken from the battery copper plates, the crushing will not yield as well as I expected it would. I fully expected an average of not less than one ounce of gold per ton from this line of reef. All the stone taken out from this line of reef from the surface to say 10 feet has yielded from one to three ounces per ton. It seems that at the depth we are now down, there is no body in the gold; both to the eye and mortar prospects the quantity of gold is in the stone, but the quality must be very poor. I have certainly done my best to work in the interest of the shareholders; but through the poorness of the gold at the present level, I have been deceived. No doubt the gold is in the stone, but it will not yield like it looks and prospects. The battery and all machinery are running very well, there is no lost time whatever.

## THE PLAGUE.

Cases reported to 2nd instant 1471.  
Do. do. during past 24 hours 0.  
Total 1471.Deaths reported to 2nd instant 143.  
Do. do. during past 24 hours 0.  
Total 143.

## SHANGHAI MUNICIPAL COUNCIL.

At a meeting of the Council held in the Board Room on Wednesday, the 13th of September, 1899, there were present—Messrs. E. A. Hewitt (acting Chairman), R. Inglis, H. R. Kinnear, J. Prentice, E. Quackenbush, and the Assistant Secretary.

The usual formal business is transacted. **Delinquency Reports.**—The following are submitted and ordered for publication:—**ABSTRACT OF ENGINEER'S REPORT FOR AUGUST.**
**Drill Hall.**—A commodious room (with kitchen and serving room attached) measuring 154ft. x 34ft. and capable of seating about 400 persons has been erected on a part of the upper floor of the Chinese Markets adjoining the Drill Hall. This room will be available for supper and other purposes.
**Victoria Fire Station.**—These premises in the Soochow Road on the west side of the chiao-poo Road Bridge approach are now completed and occupied. Accommodation is provided for an engine and a hose reels and there is stabling for 4 ponies.
**Hayride Police Station.**—The contract for this work was signed on the 18th of August and the foundations of the building are now being put in.
**Health Department Office.**—Plans are in course of preparation for submission to the Council for a proposed block of offices for the Health Department including Sanitary Offices, Pasteur Institute, etc., with quarters over, to be erected on the western portion of the Council's compound, fronting Honan Road.
**Quarry.**—The work of getting through the good rock and extending and improving the face of the large Hill Quarry has been pushed forward to a considerable extent, over 17,000 tons of decomposed rock having been blasted away during the month. The heavy rains have rather delayed the erection of the Assistant Overseer's bungalow, but given fine weather the work should soon be completed.
**New Land Assessment.**—The cadastral plans of the old Settlements have been revised for the information of the Assessment Committee and 178 lots amounting to some 600 *mow* of land now liable to taxation have been located and surveyed.
**Settlement Extension Boundaries.**—10 large and 35 small boundary stones covering 31 miles of the new boundary of the Settlement have been erected between the Yangkingpang and the creek known as Lao Woosung Kong near the Soochow Creek.
**Survey.**—Good progress is being made with the survey of the Western District. **Preliminary Cadastral Plan.**—This is in hand and the localities of 371 Consular Lots have already been ascertained.
**Lighting-Gas.**—In accordance with the arrangement with the Council the Gas Company has commenced work in connection with the public lighting of the main thoroughfares in the extended area.
**Fire Protection.**—A scheme for the erection of additional fire hydrants in the new district is being proceeded with.
**General Works.**—In connection with road widenings, making of new roads, drainage, paving, metalling, kerbing, etc., have been carried out.—*N. C. Daily News.*

## IMPERIAL EDICTS BY WIRE.

Peking, September 28th. With reference to a memorial from Wei Kuangtao, Governor of Shensi, reporting that a sum of money has been contributed to the Government out of reinvestment of public expenses in his office, by Sheng Yuan, Grain Intendant of Shensi, who has subscribed an annual saving of Tls. 10,000 to be applied for cultivation of new land by the Banner soldiers, a decree has been issued saying that his action is highly commendable. He possesses a knowledge of the right principle and in his public duties he sacrifices his private interest. He is therefore conferred a button of the first rank. He is desired to transmit his contribution quarterly to the Exchequer, a special report being made annually by the Governor on this donation. The Board concerned is ordered to take note.

In view of the present difficult state of affairs, talents are urgently needed for the drilling of troops, raising of funds, investigating the official administration and attending to the affairs of the people. The acquirement of talents lies principally in a knowledge of the right men. As a duty towards their sovereign, ministers should recommend officials justly and without partiality or private motives, so that talents might be gathered and the state strengthened through their services. All officials in the empire are commanded to be just in the employment and dismissal of inferiors in future and not recommend or connive at faults for party interests as to violate the progressive aim of the Government.

An Edict has been issued dwelling on the wisdom and beneficial influence on morality of the sixteen Sacred Maxims by Emperor Kanghsi, and subsequently annotated and ordering that these should be regularly read and expounded at all the schools and colleges in the country and that the Officials of Instruction in every district should personally undertake these duties in order that the public mind and customs may be rectified and three principals and five relations may be widely known to the



No settlement of the Italian demands has yet been made, but the Italian Minister is not inclined to let the matter drop, and has intimated to the Tsungli Yamen that his patience is being somewhat severely taxed in the matter.

Mr. Pritchard Morgan is due here in October, and will be accompanied by Mr. Jack, a geological expert, formerly in the Queensland Government and a well known man in the mining world. Perhaps Mr. Morgan will be the first in the field in a practical sense after all.

The Peking Syndicate seems to be singularly fortunate in securing the services of ex-members of the Consular Service. Mr. George Jamieson is on the Board of Directors, and we are now informed that Mr. Bristow is coming out to represent the Syndicate in Shanghai.

It is officially stated that a Brigadier General of Jung Lu's army received secret instructions from the Empress Dowager to inspect Gen. Yuan's troops. He arrived here a few days ago, and was accompanied by Hsiao-shan Yin, Su who is also commanded to take Gen. Yuan's troops as his model.

The Tatar General of Kirin reports to the Government that the Coning Department of that Province has made a profit of Ts. 345,000, and requests that the Directors be duly rewarded. We have no doubt the Dowager will comply by giving them the great privilege of contributing of their substance to the Imperial Treasury.

### PEKING RACES.

The following is the programme of the Peking race meeting, to be held on November 3rd and 4th—

- FIRST DAY.**
- I.—THE LIEN-HUA-CHIH STAKES; value \$500; for China ponies; weight for inches as per scale; entrance \$5. Three quarters of a mile.
- II.—THE MAIDEN PLATE; value \$500; first pony \$500; second pony \$250; for China ponies that have never run at any meeting; weight for inches as per scale; entrance \$5. One mile.
- III.—THE BRITISH GOWLET; presented by H.B.M. Chargé d'Affaires; for China ponies owned by Members of the Peking Club; weight for inches as per scale; second pony receives \$500; entrance \$5. One mile and a quarter.
- IV.—THE AUTUMN CUP; value \$500; for China ponies; weight for inches as per scale; entrance \$5. One mile.
- V.—presented by R. E. Bredon, Esquire; value \$500; for griffins of this meeting owned by Members of the Peking Club; winners to carry 5 lbs. extra; weight for inches as per scale; entrance \$5. One mile and a quarter.
- VI.—THE JOCKEY CUP; value \$500; for China ponies; winners of one race at this meeting to carry 5 lbs. extra; of two or more races, 7 lbs. extra; griffins, non-winners, allowed 5 lbs.; to be ridden by jockeys who have never won a race before this meeting; weight for inches as per scale; entrance \$5. Three quarters of a mile.
- VII.—THE POKING STAKES; value \$500; a forced entry of \$5; for all ponies entered at this meeting; first pony to receive 60% of the stakes with \$5 added from the fund; second pony, 30%; third pony, 10%; griffins of this meeting that have not won a race allowed 5 lbs.; weight for inches as per scale. One mile and half.
- VIII.—HACK RACE; for *hand* flocks; post entries; catch weights over 150 lbs.; entrance \$5. Half a mile.

- SECOND DAY.**
- I.—THE POKING ST. LEGER; value \$500; a sweepstakes of \$10 each with \$5 added from the fund; first pony to receive 60%; second pony, 30%; and third pony, 10%; for ponies that have not run previous to the Spring Meeting of 1899; weight for inches as per scale; winners of one race at this or the Spring Meeting to carry 5 lbs.; of two or more races, 7 lbs. extra; griffins allowed 5 lbs. One mile and a half.
- II.—THE VISITORS' STAKES; value \$500; presented by Peking ponies only; weight for inches as per scale; winners of one race at this meeting to carry 5 lbs. extra; of two or more races, 7 lbs. extra; first pony to receive 60%; second pony, 30%; and third, 10%; entrance \$5. One mile.
- III.—THE BANKERS' CUP; presented by the Bankers of Peking; for China ponies; weight for inches as per scale; winners of one race at this meeting to carry 5 lbs. extra; of two or more races, 7 lbs. extra; second pony receives \$500; entrance \$5. One mile and a quarter.
- IV.—THE LOTTERY STAKES; value \$500; for all ponies; winners of one race at this meeting to carry 5 lbs. extra; of two or more races, 7 lbs. extra; entrance \$5. Three quarters of a mile.

- V.—THE CONSOLATION STAKES; value \$500; for all beaten ponies of this meeting; weight for inches as per scale; entrance \$5. One mile.
- VI.—THE CHAMPION STAKES; value \$500; presented by Their Excellencies The Ministers of the Tsungli Yamen; a forced entry of \$10 for each race won for all winners at this meeting; optional for all other ponies that have run at this meeting; weight for inches as per scale; entrance \$10. One mile and a quarter.
- VII.—THE NIL DESPERANDUM CUP; value \$500; for beaten griffins of this meeting; weight for inches as per scale; entrance \$5; three quarters of a mile.

Entries close at 5 p.m. on Friday, the 20th October. All Entries to be addressed to the Clerk of the Course, Peking Club, with the word entries marked prominently on the envelope. Ponies to be measured at the Race Course on Saturday, the 21st October, at 2 p.m.

F. W. MASE,

Clerk of the Course.

### SHIPPERS TO AFRICA.

FIND THEIR TRADE BADLY AFFECTED BY TRANSVAAL UNCERTAINTIES.

Mr. Chamberlain, with his attempts to settle matters in the Transvaal, is giving South African shippers, merchants, and other business men an anxious time at present, but perhaps the greatest sufferers from the unsettled state of the Transvaal are the large steamship companies.

A Morning Leader representative has learned in Fenchurch-st. that Sir Donald Currie cannot possibly get enough cargo to fill his ships. In fact matters have become so bad during the last few weeks that he has been compelled to suspend the running of three of his largest cargo boats.

To the question whether this suspension was really due to slackness of trade or to the vessels having been chartered by the Government to be held in readiness to carry troops to South Africa, no information was forthcoming. With regard to the rest of the Castle Line fleet, it was said that there was just enough cargo to justify their running.

The smaller steamship companies are, of course, even more injuriously affected than the big lines. Everywhere in the district of Leadenhall-st. and Fenchurch-st. was heard the cry for more cargo.

### THE MINES OF WEST AUSTRALIA.

The mines of West Australia loom largely in the attention of mining men at the present time, and monopolise a still greater amount of interest on the part of Stock Exchange brokers and dabblers in scrip. There is just a much difference between mining men and habits of the Stock Exchange as there is between sportsmen and sporting men. Stock Exchange men are bug the intermediaries (and are necessary to an extent) between the men opening up mines and developing a country's mineral wealth and the man with capital for investment, and who is not averse to taking the extra risk usually attached to mining ventures above commercial investments, because he knows that the recompense for successful mining speculation is very much greater than can be expected from investment in commerce or real estate. The very speculative nature of the one class of speculation and the known value of the other form of investment determine that this must be so. Mining is not an exact science, and the best possible judge of a mine cannot be certain of what exists one yard ahead of the ground opened up. He may be able to find a good idea of what should be there by paying close attention to the changes in the ground and the indications present, and by bringing to bear on the property under view his knowledge of what has occurred in other mines of similar character. With investments in land, buildings, ships, bank shares, etc., it can be computed to a nicety what the return should be to the investor in the course of a series of years covering both good and bad times. To return to West Australia. It is an indisputable fact that Kalgoorlie is at present the richest piece of lode-mining ground in the world for its size. In 1893 West Australia's gold production was 1,103,900 ounces of gold, whilst in 1898 the yield rose to 1,350,000 ounces. The output for the present year will show an immense increase on last year's output, and already the dividends declared in West Australia for the eight months of the present year which have expired represent a million sterling. The money from Great Britain, the Continent of Europe, and the colonies of South Australia, New South Wales, and Victoria invested in West Australian mines is very great. Victoria is represented to a lesser extent than the colonies adjoining on either side, and for this reason—Victoria invested heavily in Londonderry. Wealth of Nations, Bayley's Reward, Maritana, and numerous other mines of brilliant promise but of indifferent result. So Victorian became sceptical of the permanence of West Australian lodes, and missed the good things of the Kalgoorlie belt.

So much for the brighter side of West Australian mining. Now for the reverse. The greater number of the more important mines of West Australia are under London control, and the boards of directors meet in London. People have certainly the right to manage their own properties in the manner they deem wisest, but when other people own a portion of such property surely they are entitled to participate in the knowledge of how things are progressing on their properties. Yet this is the difficulty Australian shareholders in London-managed mines complain of. They cannot get official information, concerning the mines, till it has gone to London and filtered through the columns of various papers, which colour the reports according to the fancies of the writers. In Australian-managed mines, the information is sent to the office, and is usually published quickly above official signature, so that the shareholders may know the latest developments in their property. Of course, it is true that in some cases Australian directors get the first hint of a change in a mine, and operate on it, but in the English-owned mines information is very slow in coming to hand. For instance, it has been rumoured for some time past that one of the leading mines in Kalgoorlie had a vertical bore down nearly 2000 feet, and that lode matter had been intersected at that depth. This is probably a canard, but it has obtained credence in certain quarters, which would not have been the case had the company in question habitually supplied the Australian press with reports concerning the developments in the mines. As it is, colonial shareholders have to depend on the telegrams their brokers get from the fields, and on the enthusiastic reports of sanguine press correspondents, some of whom build up a theory of several years' work on a core obtained at a depth of 800 feet, and which yields on assay 15 dwts. per ton.

### DETERMINED SUICIDE.

As the s.s. *Calydon* was approaching Tanjong Pagar Wharf on the morning of September 24th, a determined suicide took place of a German named Ewald Schueerle. He had been, since January this year, in the employ of Messrs. Max. Cylindor and Co., Change Alley, having been previously in the Paris house. Enquiries into the books, while Schueerle was away in Penang and Deli, led to the issue of a warrant, on a charge of falsification of accounts, and two detectives were awaiting him on the wharf. These he got sight of and immediately went to his cabin and took his revolver. Going amidship he jumped over the rail, and holding himself by the right hand, with the left blew out his brains. The body fell overboard and the revolver on the deck. The body was not recovered.

### A NEW FROZEN MEAT CARRIER.

The steamer *Kent*, a vessel fitted to carry 200,000 carcasses of frozen meat, is the latest addition to the Federal Steam Navigation Company's line. She is of large proportions, her gross tonnage being 5,400 tons, and her length and breadth 260 ft. and 34 ft. respectively. She was built at Newcastle-on-Tyne, and is replete with all the latest gear for the safe and rapid handling of large quantities of bulk perishable and non-perishable cargo, her total carrying capacity being equal to about 10,000 tons dead weight. She has five hatches, ten derricks, and ten winches, so that when necessary the discharge of freight can be carried out with great rapidity. The saloon is a very attractive apartment, and the cabins are fitted up luxuriously.

### PIGEONS AS A NAVAL FORCE.

A number of pigeons are now officially recognised by the Admiralty, and from part of our naval forces, states a writer in *The New Penny Magazine* for September. Few persons are aware of this fact, and a visit to Whale Island at Portsmouth will therefore prove an interesting experience. There you have the headquarters of the homing pigeons belonging to the Navy—the birthplace of the birds supplied to other parts of the Empire, Malta, and Hong Kong. This particular feature of the Royal Naval Barracks was introduced in 1893 at the instigation of Captain Logan, who was then the commanding officer, and has been developed and brought to its present state of efficiency by the gentleman's successor, Captain Bayly. The cost of keeping the birds—about 3s. per month—was defrayed by the officers and men. The pigeons are used, of course, for the conveyance of messages, of which several thousand have been received

since the establishment of the loft. There is electric communication between the huge cois and the buildings; so that when a bird enters its domicile it causes a bell to ring, and so announces its arrival. Many of the missives brought by the pigeons have been of great importance, and have been telegraphed to the Admiralty. Some of the birds, too, have done excellent performances. The flight from Jersey has often been made in two hours; but the "record," at least for distance, is from a ship off the Edystone 182 miles, away—a big "fly" that was accomplished in 34 hours.

### ITEMS FROM "INDIAN ENGINEERING."

Bombay Command, M. W. D.

On return from privilege leave, Captain Keir, R. E., is transferred from the Mhow Division to the Quetta Circle, Military Works.

### Calcutta University.

Twelve candidates have passed the B. E. Examination, seven in the first division and five in the second division. They are all from the Sibpur Engineering College.

### Mr. Standish Lee.

We are glad to note that the Mysore Government has sanctioned the retention of the services of this gentleman as Sanitary Engineer for another year from October next.

### An Item from Panjim.

A marble memorial to Vasco da Gama is being erected just in front of the Municipal Office, at Goa, its foundations having been laid in May, 1898, on the occasion of the centenary festival.

### The Westinghouse Brake.

The Russian Government has decreed that all freight locomotives and tenders, and a sufficient number of freight cars to secure brake control of all freight trains, shall be equipped with Westinghouse air-brake apparatus prior to January 1, 1903.

### A Large Timber Bridge.

We notice that a big wooden bridge is to be constructed across the Sabat Chong, on the Mimbua-Minhla road, at a cost of Rs. 15,501. The outlay for this purpose in that part of Burma would represent twice, and even thrice, that figure in certain parts of India.

### Railway Line Washed Away.

The line was washed away on the night of the 11th instant at mileage 108 on the Southern Malabar Railway between Sattara and Kerkon. The wash-away necessitated the transshipment of passengers both by up and down trains. The heavy rain is said to have considerably damaged the line.

### Shoranur-Cochin Railway.

It was definitely settled by the Cochin Durbar, in consultation with the Madras Railway authorities, to cut the first sod of the Cochin-Shoranur extension on the 26th of September. The foundation is to be performed by the British Resident, on behalf of His Highness the Rajah at Trichur, which is the ancient capital of the Cochin State.

### Traffic Receipts, N. W. R.

The total receipts, coaching and goods, outwards and inwards, excluding railway material, but including live stock and sundries of the five best stations on the North-Western Railway during the half-year ended 31st December 1898 were—(1) Kiamari, Rs. 294,100; (2) Karachi City, Rs. 189,000; (3) Amritsar, Rs. 155,700; (4) Karachi Bandar, Rs. 136,600; (5) Lahore, Rs. 136,600.

### Indian Railway Earnings.

The deficiency in railway earnings during the earlier months of the year is being rapidly made up. Last week, for which the returns are complete, shows an improvement of nearly seven lakhs, compared with the corresponding seven days last year. The recovery is chiefly due to better traffic on the North-Western, Eastern Bengal, G. I. P., Bombay Baroda, and Rajputana-Malwa lines.

### Exchange Compensation.

It has been authoritatively ruled that the maximum limit of an official's salary on which exchange compensation/allowance may be drawn is a monthly one. If, therefore, during any month of a quarter an official's salary exceeds the maximum limit, his exchange compensation allowance for that month will be restricted to the maximum, although the total for the quarter may be less than three times this amount.

### University of Bombay.

At a recent meeting of the University Senate, of this University, it was resolved to establish the "Degree of Licentiate of Agriculture," and do away with the "Diploma in Agriculture." In this connection we may point out the anomaly that while Bombay takes the words Licentiate and Graduate to be synonymous, other Universities draw a broad line between them. In these latter Licentiates have not even the privilege of a "Academical Costume."

### Ceylon Harbour Works.

The work in connection with the Northern Arm is now being rapidly pushed on. Rubble has been laid throughout the entire length of the breakwater, and the isolated breakwater too has been laid out with rubble. The laying down of the concrete blocks has been interrupted and suspended for some time. Much difficulty was experienced in conveying and laying down these blocks. But a block-laying barge has been obtained and the work will be greatly facilitated and expedited. A large number of concrete blocks has been constructed in the yard within the Harbour Works premises, and the work will, therefore, proceed at a more favourable speed than heretofore.

### Electric Lighting for Bombay.

There is a movement to introduce electric lighting in Bombay. The Municipal Commission has addressed a letter to the Corporation on this subject showing the advantages of this new improvement together with offers from certain firms. The advantages to the city of having an ample supply of electricity available are so obvious, says the Commissioner, that he need not impress on the attention of the Corporation the desirability of so affording all reasonable facilities to promoters of companies established for the purpose. It is a matter of surprise that in view of the great advances made in electric science in late years, and of the comparative facility with which adverse climatic conditions can be overcome, that no attempt has been made to introduce electricity in Bombay.

### INTERNATIONAL FOOTBALL.

#### PROBABLE TEAM FOR ENGLAND.

The Wellington Football Union supports the proposals to send a New Zealand football team to England, provided that it is under the management and control of the New Zealand Union. The Otago Union has passed the following resolution: "That it is impossible to send home a representative New Zealand team without making the players professionals, and that the present proposal is rendered doubly objectionable by the introduction of the football speculator, and that the union, therefore, expresses surprise that the New Zealand Union should have given it so much countenance as to have submitted it to the affiliated unions."

### CYCLING AT HOME.

London, Friday, Sept. 1st, 1899. A veteran has joined the ranks of cyclists, who, in some ways, calls to mind the classical instance of an elderly cyclist, the late Major Knox Holmes. He it was who cycled a hundred miles inside twelve hours on the road after he had turned four score years, and he attracted the astonished attention of the medical fraternity by developing new muscle in his extreme old age. The newest veteran, a Mr. Straford, of High Wycombe, beats the late major in one respect, in that he is only a beginner at the ripe age of 83, and the emulation of competition has already seized upon him, for he has arranged, and won, a match of half a mile on the road with a young lady of twenty, nor is there any ground for the suggestion that the lady was lenient with him.

A lady in North Wales has tumbled over her dog, and knocked herself about a bit, and possibly her example may help to deter others from the cruel and dangerous practice of taking dogs for long fast runs behind bicycles. The poor animals can't coast, and the downhill speed, which may seem a crawl to a rider is an "all-out" scorch to the average dog, yet most of them are plucky enough to try to hang on till their last gasp. The danger, as a rule, is to other cyclists, rather than to the dog owner, for they are less expert at dog-dodging, but in this case an habitual taker out of dogs came to grief over her own peddle. Some riders have been known to go long tours with dogs in attendance, and in one instance, a man erected a flag on a hill, and his dog, on to which the dog, when tired used to lean for rest, or when the pace got too hot. For this consideration, the man must be commended, but it is hardly likely to diminish the danger of the game.

H. W. Payne, the North Roads' crack, has taken a large piece off the amateur mile record, which has been reduced, at the Crystal Palace track, to 1 min. 49 3/4 secs. Amateur track records are rarely accepted or beaten nowadays, as the restriction to tandem racing only makes them necessarily slower than, say, the performance of only an equally speedy professional, who has, however, the benefit of motor or multiple racing. Past records and unpaired records make two distinct classes, but when there are all sorts of discriminations to be made between paced by tandems, or singles, paced by men or motors, with or without windshields, then the record lists become complicated, nor is the status of the performer of paramount interest. What a man does, not what he is, forms the sole point of interest. If he can do his quarter faster than anybody else, his social position or his salary, or whether he does it for love or money are all immaterial. Credit should go to the fastest and best, as a bicyclist, whoever he may be. This feeling is growing in this country, and a revival of the old idea of amateur and professional riders laid together under identical conditions has now a greater chance of success than ever before.

The objection to the mixing of the classes is no longer social as our amateurs and our professional riders can rub shoulders without any loss of dignity. The best amateurs are mostly cycle agents or makers themselves, or in the trade, and if money is the measure of their position, the leading professionals are distinctly superior, and the present distinctions are simply specious. We have, however, in this country, no corresponding records to the American class of a man of colour. When the present professional world's champion, Major Taylor, first showed form, he was barred by other riders, and, at first, shut out, and cut, and generally ostracised, but now Taylor has taken his stand at the very head of his profession as his marvellous speed. His mile in 1 min. 22 1/4 secs.—steam-motor paced has, for the moment, made all other seekers for the most coveted of all records, pause awhile in their pursuit of it. The sturdy negro is indeed hard to beat, for not only is he a man of immense natural strength, but he orders his whole life for the sole purpose of athletic achievements. He never smokes, never takes intoxicating drinks, and lives with the regularity of a Keen-tested chronograph. He has strict views too on the day of rest, and prefers not to race in Europe, because the day chosen for matches on the Continent is almost invariably a Sunday. This despised day can teach the men who hustled him, at first, manners, as well as show them a clean pair of heels.

A cyclist charged with furious driving explained to the magistrate that he could not have been going fast as he was riding a "female machine." The clerk of the court explained that the defendant meant a lady's bicycle, as the expression "female" was not in the law. The defendant, however, was not to be put off by such a comprehension, but when his mind was thus illuminated he rapidly rallied from his attack of judicial ignorance, and remarked "It's all the same, there are female scorches as well as male," and with that he fined the fellow. But in point of fact, that rarity, the female scorch, seldom rides a female machine. When borrowing the many attribute of excessive speed, she generally borrows his diamond-frame bicycle, copies his height of gear, and makes some attempt to get into the same sort of clothes. The average female bicycle with its fifty-two gear, and a weak and flimsy frame, is certainly not a scorch's instrument.

A new use for cyclists has been found in connection with fire brigades. An outer suburban district of North London has arranged a scheme of raising alarm in case of fire. Several cyclists have been officially appointed as alarmists. They will have their houses indicated by a large coloured lamp. Their duty will be at any time when called on, to dash hither and thither on their cycles to summon the members of the brigade, and tear around generally. They are to have half a crown per call, and will be provided with an official lamp and bell so that they may be identified as legitimately hurrying, should any policeman mistake them for purposeless scorches.

### SHIPPING REPORTS.

Captain Davies, of the steamship *Chelydra*, from Calcutta, reports—Strong monsoon in the Bay, fine weather in South China Sea, strong from the N.E. with high sea in the Northern portion.

Captain Schulz, of the steamship *Loonquoon*, from Shanghai, reports—Fresh, northerly winds from Shanghai increasing to fresh gale and high sea south of Hsien-shan to Chapel Island, fine weather south of Swatow.

### NOTANDA.

#### CALENDAR.

**OCTOBER.**  
Meteorological means based on fifteen years' observations to 1898.  
Barometer ..... 29.982  
Thermometer ..... 76.2  
Humidity ..... 71  
Rainfall ..... 5.794

#### TO-DAY.

Barometer ..... 29.98  
Temperature ..... 78  
Humidity ..... 72  
Rainfall ..... .8

#### TO-DAY.

Tuesday, 3rd October, 1899.  
Chinese—29th of 8th moon of 25th year of Kwang-sai.  
Sun—Rises ..... 5hr. 54min.  
Sets ..... 5hr. 46min.  
Moon—In Equator 6hr. a.m.  
High water—Morning ..... 7hr. 45min.  
Afternoon ..... 5hr. 25min.  
Low water—Morning ..... 1hr. 40min.  
Afternoon ..... 5hr. 35min.

#### ANNIVERSARIES.

1691—Treaty of Limerick.  
1849—H.M.S. *Jordan*, *Fury* and *Columbine* destroyed the piratical fleet at Chui Apou.  
1866—Peace between Austria and Italy.  
1880—Treaty between Brazil and China signed at Tientsin.  
1884—Riots at Hongkong.  
1891—Fatal collision on the Yangtze between British steamer *Lienshang* and Chinese gunboat.  
1893—Franco-Siamese treaty signed at Bangkok.  
1897—Wreck of the s.s. *Narva* in Italian Straits; 11 lives lost.

#### TO-MORROW.

Wednesday, 4th October, 1899.  
Chinese—30th of 8th moon of 25th year of Kwang-sai.  
Sun—Rises ..... 5hr. 54min.  
Sets ..... 5hr. 45min.  
High water—Morning ..... 8hr. 20min.  
Afternoon ..... 5hr. 30min.  
Low water—Morning ..... 2hr. 15min.  
Afternoon ..... 5hr. 35min.

#### ANNIVERSARIES.

1535—First English Bible printed.  
1884—Attack on foreigners at Wenchow.  
1893—S. von Fries committed suicide at Shanghai.  
1898—Fire at Chang-teh fu, Hunan, several lives lost and millions of dollars damage done.

### SHIPPING AND MAIL NEWS.

**MAILED DUE.**  
Canadian (*Empress of China*) to-morrow.  
French (*Sydney*) 8th inst.  
American (*Nippon Maru*) 10th inst.  
Australian (*Changsha*) 13th inst.  
American (*Coptic*) 26th inst.

The P. & O. S. N. Co.'s steamer *Shanghai* left Singapore for this port on the 1st inst. at 6 a.m.  
The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at 8.30 a.m. on Tuesday the 3rd inst. at Nagasaki, and left again at 5 p.m. same day for Kobe, where she is expected to arrive Wednesday the 4th inst. at 9 p.m.

#### HONGKONG AND WHAMPOA DOCK RETURNS.

*Isla de Cuba* ..... at Kowloon Dock.  
*Isla de Luzon* ..... " "  
H.M.S. *Bonaventure* ..... " "  
*Peiho* ..... " "  
*Due* ..... " "  
*Nanshan* ..... " "  
*Kiangshah* ..... " "  
*Sinla* ..... " "  
*D. Juan d'Austria* ..... Cosmopolitau  
*Suecia* ..... Aberdeen

#### PASSED THE CANAL.

Outward—12th September—*Sydney*. 15th September—*Sanki Maru*, *Siberia*, *Sphend*. 19th September—*Lady Foley*. 22nd September—*Malacca*. 26th September—*Bayern*, *Euregia*, *Adria*, *Anapa*, *Bamberg*, *Vorontz*. 29th September—*Annam*.

Homeward—29th September—*Annam*.

### Shipping.

**Arrivals.**  
*Chelydra*, British steamer, 1,575, J. T. Davies, 2nd Oct., Calcutta 17th Sept.  
*Penang* and *Singapore* 26th, General.  
*Jardine*, Matheson & Co.  
*Loonquoon*, German steamer, 1,245, F. Schulz, 3rd Oct., Shanghai 30th Sept.  
*General*—Siemens & Co.  
*Salvadora*, American steamer, 1,000, Goitsolo, 3rd Oct., Manila 29th Sept., General.  
*Brandao* & Co.  
*Java*, Austrian steamer, 2,227, P. Stipanori, 3rd Oct., Moji 27th Sept., Coal—Order.  
*Rattler*, British gunboat, 715, Hon. G. A. Harding, 3rd Oct., Nagasaki 28th Sept.  
*Nanyang*, German steamer, 983, Th. Lehmann, 3rd Oct., Swatow 2nd Oct., General.  
*Douglas*, Laprak & Co.  
*Tai Chuan*, German steamer, 828, H. Ahrens, 3rd Oct., Deli and Singapore 26th Sept., General—Meyer & Co.

#### Clearances at the Harbour Office.

*Hiroshima Maru*, Japanese str., for Singapore.  
*Quarta*, German str., for Amoy.  
*Thale*, British str., for Swatow.  
*Pak Kong*, British str., for Canton.  
*Kwang Lee*, Chinese str., for Shanghai.  
*Hongkong*, French str., for Haiphong.  
*China*, British str., for Shanghai.  
*Saikong*, British str., for Samsui.  
*Hokong*, British Port steam launch, for Macao.  
*Progress*, German str., for Tournon.  
*Hoiho*, French str., for Hoiho.  
*Kong Pak*, British str., for Canton.  
*Diagona*, Italian str., for Singapore.  
*Legaspi*, Spanish str., for Manila.

#### Departures.

Oct. 3, *China*, American str., for San Francisco.  
Oct. 3, *Airle*, British str., for Australian Ports.  
Oct. 3, *Tsina*, British str., for Shanghai.  
Oct. 3, *Gallopah*, British str., for Amoy.  
Oct. 3, *Andalusia*, German str., for Shanghai.  
Oct. 3, *Pelonia*, British str., for Yokohama.  
Oct. 3, *Ohio*, American str., for Guam.  
Oct. 3, *Albania*, British str., for Swatow.  
Oct. 3, *Kong Lee*, Chinese str., for Shanghai.  
Oct. 3, *Legaspi*, Spanish str., for Manila.

Oct. 3, *Hiogo*, Italian str., for Singapore.  
Oct. 3, *Loonquoon*, German str., for Canton.  
Oct. 3, *Hiroshima Maru*, Japanese str., for Bombay.

#### Passengers—Arrived.

Per *Nanyang*, from Swatow—23 Chinese.  
Per *Salvadora*, from Manila—1 European, and 11 Chinese.  
Per *Chelydra*, from Singapore—Mr. Schmidt, 871 Chinese and Japanese.  
Per *Loonquoon*, from Shanghai—Messrs. Becker, Steger, and 130 Chinese.

#### Departed.

Per *Hiroshima Maru*, for Singapore—Mr. W. Robinson.  
Per *Airle*, for Sydney—Mr. and Mrs. F. E. Reed, Messrs. H. Twyford and Bellew.  
Per *Catharine Apear*, for Singapore—Mr. C. A. Miller, for Penang—Messrs. Shu Ken Yu, Yen Lun and Yen Lan, Mr. and Mrs. Kok Yuen, Messrs. Yung Chan-sing and Hoo Yuen sam, for Calcutta—Miss Edwards, Mr. and Mrs. Kerkman, Mrs. Campbell and Mrs. Wyter.

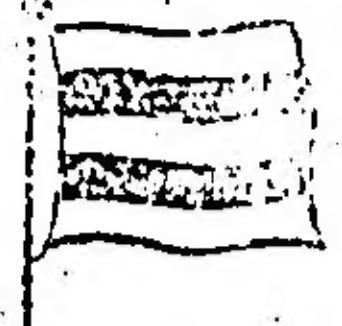
Per *Esmeralda*, for Manila—Messrs. C. From



## Announcements.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID.	FRIDAY, 6th October, at Noon.
SANUKI MARU.....	Kobe and YOKOHAMA.	THURSDAY, 12th October, at Noon.
*KISSHI MARU.....	VICTORIA, B.C. and SEATTLE.	THURSDAY, 10th October, at 4 P.M.
TAMBA MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID.	SAURDAY, 21st October, at Noon.
KASUGA MARU.....	NAGASAKI, Kobe and YOKOHAMA.	SAURDAY, 21st October, at 4 P.M.
HAKUAI MARU.....	VLADIVOSTOK, via SWAROW, AMOY, SHANGHAI, WU HAI WEI, CHEFOO, CANTON, and NAGASAKI.	THURSDAY, 29th October, at Noon.
YAWATA MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th October, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Prince Central.

A. S. MIYARA, Manager.

Hongkong, 2nd October, 1899.

## "CLAYMORE."

## FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,

1247a, HONGKONG.

## PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS, &amp;c., &amp;c., &amp;c.

Best Port Orders Executed.

ACHEE &amp; CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

1239a

## DR. KNORR'S ANTIPYRINE

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water. Wine, &c.

FEVER, RHEUMATISM, NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN

(Registered Trade Mark)

SOLUBLE CASEIN SILVER PREPARATION.

Used in Gonorrhoea, in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

## JAPANESE CURIOS. MITSUBI BUSSAN KAISHA

No. 6, Le House Street, Prince Central.

Head Office: TOKYO.

JUST RECEIVED.

FRESH STOCK OF NEW STYLISH

GOODS

AT LOW PRICES.

Hongkong, Canton, and Japan Views.

D. NOMA.

No. 12, Queen's Road Central, Opposite the City Hall.

## NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply

c/o This Office.

Hongkong, 18th August, 1899.

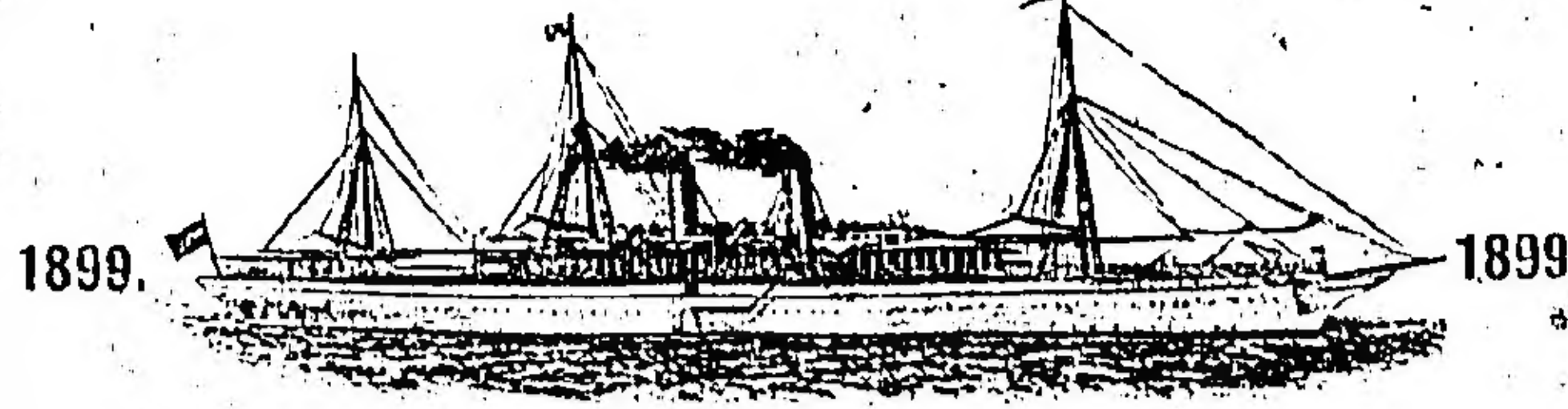
MITSUBI BUSSAN KAISHA,

K. HASEGAWA, Manager.

Hongkong, 19th August, 1899.

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER B.C. in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddlers Street.

Hongkong, 27th September, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Thursday, 19th Oct., at Noon.

AMERICA MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Tuesday, 14th Nov., at Noon.

HONGKONG MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco—including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310]

## SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.I. American Ship

"ST. MARK,"

Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to

ARNOLD, KARBURG & CO.,

Hongkong, 20th September, 1899. [1198a]

FOR NEW YORK.

THE 3/3 A.I. American Ship

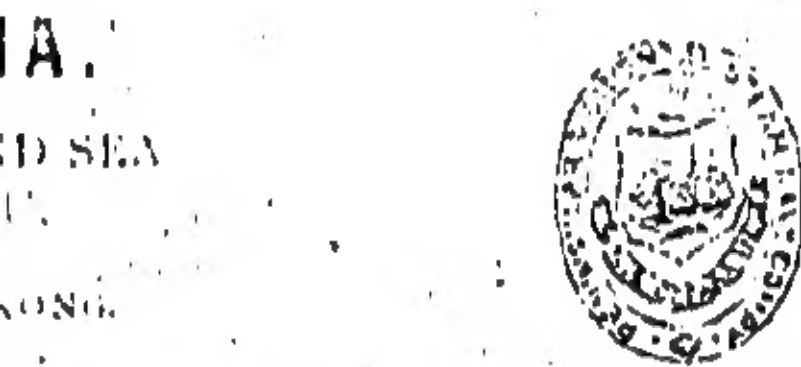
"CHALLENGER,"

Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to

ARNOLD, KARBURG & CO.,

Hongkong, 19th September, 1899. [974a]



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADE, EGYPT, MEDITERRANEAN SEAS, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 10th September, 1899. [5]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of Duluth...J. R. Rae...Oct. 14.

Brookshire...R. Feebles...Oct. 28.

Queen Adelaide...J. E. McNair...Nov. 18.

Saint Louis...J. W. Attree...Dec. 9.

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Nonmonthshire...J. W. Evans...Oct. 7.

Abercrombie...J. J. Murray...Nov. 11.

Nonmonthshire...J. W. Evans...Dec. 23.

Abercrombie...J. J. Murray...Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application; Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma—Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.

General Agents.

Hongkong, 18th September, 1899. [19]

## Mails.

## NORDDEUTSCHER LLOYD.



## HAMBURG-AMERIKA LINE.

(Freight Service.) (East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, London, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SAVOIA	HAVRE and HAMBURG.	12th October.	Freight and Passage.
*HEIDELBERG	(LONDON with transshipment in HAMBURG)	About 3th November.	Freight and Passage.
Schneider	HAVRE and HAMBURG.	About 15th November.	Freight.
ANDALUSIA	(LONDON with transshipment in HAMBURG)	November.	Freight.
Schnefeldt	(LONDON with transshipment in HAMBURG)	About 20th November.	Freight and Passage.
*SIBIRIA	HAVRE and HAMBURG.	About 30th November.	Freight.
HAMBURG	(LONDON with transshipment in HAMBURG)	About 30th November.	Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ &amp; Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO. VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyria...13406...about...Oct. 13.

Belgian King...3379...about...Oct. 31.

Vancouver...2929...about...Nov. 15.

Carlisle City...3302...about...Dec. 15.

THE Steamship

"THYRIA,"

will be despatched for SAN DIEGO via AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY the 15th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 22nd September, 1899. [1330]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro...Friday, 27th October, at Noon.

City of Peking...Tuesday, 21st Nov., at Noon.

City of Shanghai...Saturday, 16th Dec., at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on FRIDAY, the 27th instant, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 3rd October, 1899. [1]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)...Tuesday, 10th October, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)...Saturday, 4th Nov., at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)...Thursday, 30th Nov., at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 10th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs,



## JOTTINGS FROM A FORESTER'S DIARY.

After years of ineffectuality I at last managed to buy a big rifle, a S. & W. No. 1, by Joseph Bourne, a rifle which must have had great experience before it came into my hands, having belonged to that good and true sportsman Major Ochterlony, one of the pioneers of coffee-planting on the Nilgiris. It was stationed in the heart of a magnificent blue pine forest, but one which had been rather shot out at that time, as far as big game was concerned, by sportsmen from all parts of India. My chief, too, a most ardent and successful sportsman, had shot a lot of bulls and also ibex in the adjoining hills. Who that has been at Mount Stuart in the Coimbatore Animals, between September and February, will ever forget it for its delightful climate, scenery and shooting; but also the misfortune of the year, for its heavy and continuous rain and general unhealthiness. There were two settlements of jungle tribes up there in my time of most opposite characteristics. The Kaders dwellers as much as possible on the hills, and the evergreen or semi-evergreen forest, proud of their cattle, loth to work, and of course non-eaters of beef in any form and as a rule very poor shikaris, these hid their "hadi" at Ulundi just across a pass in a range of hills between the Tunnacodon and the Peria valleys. The Mulcers, the other tribe, were dwellers in the valley-forests, apparently the most docile places, a hardy robust race, though as a rule very poor hunters and absolute gorgers of bison beef although they would not eat the ordinary or garden cow. As shikaris as keen as mustard and splendid trackers.

Peace principles among them was "Andi" and "Andi," the incomparable, until the two lawless presents of successful sportsmen and consequently a great deal of his post he had in the Forest Department. What has become of him now I do not know. At the time of which I write Andi was in his prime. Never so much so as when he could get rid of his rarest gun's uniform and return to his natural costume of a very evil-smelling cloth, which had once been white in days long ago. This well tucked up round his loins, was his sole adornment, and his sole equipment a knife, without which no jungle man considers himself safe. There were several other good trackers among the Mulcers, but Andi was the acknowledged headman, and I fear I forgot the names of the others who always attended him to spread out and pick up a lost track, to bark back and to carry one's spare guns.

The 4th of November, 1888, then at 5 a.m. found me ready, after a hasty *chota hari* of toast and tea, for a day out after bison. "Andi" and his friends were of course waiting as keen as I to get off. Mount Stuart was so situated, that a very early start was not really necessary as bison tracks were often picked up close to the bungalow. At the time, however, I was widening and trying to improve the road to the plain and laying down a tramway thereon for timber transport. Nearly two miles of work, and repeated dynamite blasting did not, of course, tend to pacify bison or other denizens of the jungle, so after a short consultation as to whether we should go towards Sungam or Tunnacodon, we eventually went down the hill towards the latter place, right at the bottom of the valley. Here, in former days, the Forest Officer in charge used to live, a more deadly hole it would be hard to imagine, its redeeming feature being that it commanded a lively view of a waterfall which in the rain was decidedly worthy of a visit. The morning was cold and drizzling, we negotiated the rocks over the waterfall and got into some rather thick old Kumi (tanyang or tuckle) full of lanterns. In ten minutes we were drenched with the dew. Andi was evidently snoring for some pet spot as he was going hard with a rush and a crash off charged a herd of bison to our right. It was impossible to see anything, so we stood absolutely still and heard them go down the incline to our right and cross the stream some way below the waterfall. The clattering caused by this was ceased and all was still. Quietly but rapidly we pushed along the tracks, which of course were very plain and for four hours did we plod on, the herd jinking repeatedly, always to get out wind, and then off for a burst of a mile or so. It was on such occasions that Andi showed his mastery skill. He suddenly stopped, pulled out his roll of tobacco and bit and a chew all round followed advising me at the same time to take my tiffin which I had brought within a small bag. This hurriedly did washed down with a great drink of water. We had had a very hard time of it and I was saturated with dew and perspiration. Andi and my gunners were now ready and off the great man started in the opposite direction, to which the tracks were leading. In my best Tamil I protested as I thought he had given it up, but no simply saying "It's all right sir, we shall pick up their tracks over at the foot of those hills" (the Vegoli range). On he went and right enough we did, the bison having gone round in a semicircle, after reaching the compartment we were then talking over where the smell of humans was too much for them. They had now quietened down considerably, they started grazing although still travelling. The wind, too, was favourable what little there was, and for two or three hours we toiled on almost noiselessly, continually stopping and listening, not a sound though to be heard except the occasional chatter of a Malabar squirrel as he looked down his tail from above and swore volubly jerking his head and to lend emphasis apparently to his bad language. On we crawled crossing the fire line and path running through the Ulundi gap until I looked very much as if they were making for Kharan Shola. It was now getting late, we had a long way to get back, but as there was a determined look on Andi's face I held low. Suddenly, for reasons only known to the bovine mind, we saw that the whole herd had turned at right angles and were making straight up the hill side as if to cross the range I had mentioned several times as dividing the Peria and Tunnacodon valleys. Andi stopped, scratched his head, spat conspicuously and looked at me. "Well," I said, "they are going over the range," it's very late, we had better chuck it," or its equivalent in Tamil was his reply. The hill was steep, and experience had not then taught me that bison seldom potted about grazing on a steep hillside, so not to be bent and determined to blood, my new rifle I decided to go on. Lord, what a struggle that was. Bamboos had killed two years previously and the dense places were thickly strewn with them. The struggle to get over or under these quietly with at the same time, every sense on the alert for the slightest noise, my pulses throbbing with excitement and the sweat on my face which I had refused to relinquish after we got on their tracks for the second time, all combined to make that up-hill climb one I shall never forget.

How eagerly I looked forward through the trees and bamboos for the sky which would show the top was near. Quietly we struggled on, until we were within 50 yards or so of the top, when I stopped and with a click of my tongue and a set down and tried to try and get my breath a big crack of a bamboo, and we sat breathless listening, when suddenly

just over the ridge there was the whistle of a fall and there stood a cow with end on to us, grazing quietly—evidently the last of the herd and quite unsuspecting. A pleased grin spread all over Andi's face, and I felt almost hysterical with excitement. Slowly, very slowly, the dark form moved onward and disappeared over the ridge, and very slowly and cautiously we crept forward. We could distinctly hear the whole herd browsing and grazing about just over the ridge. Forward foot by foot I creep, now of course leading, and when we topped the ridge we covered in some long grass for the whole herd not 30 yards from us grazing unconcerned. We could not detect the bull though, and we peering about in all directions, when a cow suddenly threw up her head and came straight at us. It was a very fine cow, and I was very excited, so I hope you will all forgive me, brother sportsmen, when I say I converted her behind the shoulder and fired. There was the usual mad rush, when suddenly Andi clutched my arm desperately and pointed straight in front. There to my astonishment I saw a fine bull standing practically in the very place I had seen and fired at the cow.

I had instinctively released after my first shot, and knowing there was no time to waste I threw up my rifle again and fired just as the bull had made up his mind to follow his harrier. Quickly jumping up we followed the tracks. Blood was splashed all over the leaves and ground, and within 40 yards we came upon the cow dead. This not only did not interest me, but I already felt heartily ashamed of myself, especially as my boss was in camp with me and he, I know, good sportsman and kind friend as he was, would not say much but would think a lot. To my joy then we found lots of blood on the bull's tracks. We followed him up same way, but it was rapidly getting dark, the undergrowth was very thick and as the bull would have about 10 to 1 the best of us if he charged I reluctantly gave it up and went back to Mt Stuart, which we did not reach till past 8 o'clock thoroughly done up and not altogether happy. However my chief let me down very lightly, and next day to make a long story short Andi went and brought in the bull's head to my joy and relief, and to his own great profit as I promptly paid him fifty "of the best" which I had promised him for my first bison.

"OLD FINCHLEIAN," in the *Asian*.

## CHICAGO COLLAPSE.

CITY GROWING SUPERSTITIOUS OVER THE FATE OF ITS VARIOUS COLISEUMS.

All Chicago is growing superstitious on account of the bad luck attending the various Coliseums which have been erected there. The first collapsed unaccountably in 1895; the second was burned down in 1897; and the third, in process of construction, recently swerved and by a symmetrical movement full northwards, killing nine and injuring eighteen. The cause of the latter disaster is obscure, for the foundation was of solid ironwork of the best quality provided by the Pittsburgh Bridge Company.

The incident will probably strengthen the agitation in New York against framework skyscrapers.

## DEFYING BOLTS AND BARS.

DRAMATIC STORY OF AN ESCAPE FROM PORTLAND.

Interviewed after the failure of his application for a summons against the Police Commissioner at Bow-st., Bartlett, the ex-convict, a little old man, told the following astounding story of his escape from Portland in 1868. "One day I managed to pick up a small piece of hoop-iron. That seemed like a godsend. Every time I visited the lavatory I took that iron-hoop with me and worked like a nigger to make it into a saw. I did it in fear and trembling, for the slightest sound would have betrayed me, and instead of liberty I should have had the cat. Then another stroke of luck awaited me. I found a convict who had got a little bit of file. He had no ambition, and said the file was no good to him. I gave him my dinner for it, and with the file I was able to complete the saw. Then I managed, by working stealthily every evening after I had been locked up for the night, to saw through the wood flooring of my cell.

"Every night I had to replace the boards, so that the warders should not see what I had done. The space beneath my cell was lined with sheet iron, but I eventually got through that with my file. Then I got into an air-shaft, and saw my way clear to liberty.

"With my sheets I had made a rope, and as luck would have it I had picked up a piece of wood called a 'dog,' with iron hooks at each end. Then I went down the passage it had taken me three months hard labour to make.

## A TERRIFIC LEAP.

"After lifting an iron grating I found myself in the open air, and managed to throw the books on my linen ladder over a wall. By this means I got on to the roof of the officers' quarters. From the roof I had to jump on to a boundary wall about 100 ft. or 120 ft. distant. I got to the ground by means of my linen ladder.

"Whilst making a desperate tug at the ladder I heard footsteps approaching, and I rushed into the garden of the Grove public-house.

## FIRING THE ALARM.

"I turned round and saw a guard looking at the ladder. A few minutes afterwards shots were fired and a bell was rung. My escape, had been discovered. Guards were running in all directions, but unperceived I got through the window of the Roman Catholic Chapel, and concealed myself beneath the Communion table.

"Having told how he lay concealed in the chapel for 33 hours, during which period a service was held, Bartlett stated that he afterwards broke into the Clifton Hotel, where he found some bread and meat, cheese, and tobacco, a hat and some clothes.

## THE GOLD MINING INDUSTRY OF THE TRANSVAAL.

Reporting upon the gold mining industry of the Transvaal in 1898, the State Mining Engineer states that the number of mining companies paying dividends increased from 27 in 1897 to 45 last year, and the amount distributed in dividend, which in 1897 was £2,943,831, rose last year to £5,089,715, that being at the rate of 23.08 per cent. on the capital of the companies. In 1897 there were 64 companies, with a capital of £2,418,734, which were producing, but not paying, dividends, while in 1898 the number of companies in this category fell to 52, with a capital of £14,654,636. Of non-producing companies, the number in 1897 was 106, and in 1898 it was reduced to 40, so that making allowance for companies that entered the producing and dividend-paying stage, it will be seen that a large number of companies ceased working operations during the year. These, however, were for the most part of a worthless character, that had been foisted upon the public during the South African boom. The total gold production for 1898 amounted to £16,240,030, as compared with £11,653,725 in 1897, and out of this total output the Witwatersrand produced 93.20 per cent. The mills contributed 65.68 per cent. of the output, that being a slightly smaller percentage than in 1897, from chemical treatment, 34.29 per cent. was derived, one-fifth of which was obtained from the treatment of slimes. The average per ton of ore was 408.7d per ton, as compared with 395.0d in 1897, this improvement in grade, we are told, being entirely due to the improved sorting appliances, combined with the additional extraction from slimes, and the closing of several of the low-grade propositions.

## THE WELLMAN ARCTIC EXPEDITION.

TERRIBLE SUFFERINGS.

A dispatch from Tromsø (Norway) of August 17th states that Walter Wellman and the survivors of the Polar expedition led by him have arrived on the steamer *Copella*, having successfully completed their explorations in Franz Josef Land. Mr. Wellman has discovered important new lands and many islands.

The expedition brings a grim story of Arctic tragedy. In the autumn of 1898 an outpost called Fort McKinley was established in latitude 81°. It was a house built of rocks and roofed over with walrus hide. The Norwegians, Paul Bjorvig and Bert Bentzen, the latter whom was with Nansen on the *Fram*, remained there. The main party wintered in a canvas-covered hut called Harnsworth-House, at Cape Tegethof on the southern point of Hall's Island, latitude 80°.

About the middle of February, before the rise of the sun above the horizon, Mr. Wellman with three Norwegians and forty-five dogs started north. It was the earliest sledge journey on record in that latitude. On reaching Fort McKinley, Mr. Wellman found Bentzen dead, but Bjorvig, according to promise, had kept the body in the house, sleeping beside it through two months of Arctic darkness. Notwithstanding the terrible experience the survivor was safe and cheerful.

Pushing northwards through rough ice and severe storms, with a continuous temperature for ten days of between 40 and 10 degrees below zero, the party found new lands north of Freedom Island, where Nansen landed in 1895.

By the middle of March all hands were confident of reaching latitude 82° or 83°, if not the Pole itself. Then began a succession of disasters. Mr. Wellman, while leading the party, fell into a snow-covered crevasse, seriously injuring one of his legs and compelling a retreat. Two days later the party was aroused at midnight by an ice-quake under them, due to pressure. In a few moments many dogs were crushed and the sledges destroyed. The members of the expedition narrowly escaped with their lives, though they managed to save their precious sleeping bags and some dogs and provisions.

Mr. Wellman's condition became alarming, inflammation having set in, and the brave Norwegians dragged him on a sledge, by forced marches, nearly 300 miles to headquarters, arriving there early last April. Mr. Wellman is still unable to walk and will probably be permanently crippled.

After reaching headquarters other members of the expedition explored regions hitherto unknown, and important scientific work was done by Lieutenant Evelyn B. Baldwin of the United States Weather Bureau, Dr. Edward Hoffman, of Grand Haven, Mich., and A. Harlan of the United States Coast Survey.

The expedition killed fourteen bears and many walrus.

The *Capella* arrived at Cape Tegethof in search of the expedition on July 27th last. On August 9th she met the *Stella Polar*, bearing the expedition headed by Prince Luigi, Duke of Abruzzi, which had sailed from Archangel to reconnoitre the north coast of Franz Josef Land and to meet, if possible, the Wellman expedition. Mr. Wellman and his companions found no trace in Franz Josef Land of the missing aeronaut, Professor Andree.

## For Sale.

FOR SALE.

HOTEL BUSINESS IN NORTHERN PORT, Long Lease at very Low Rental, Good paying concern. Owner obliged to return to England through ill health. For further particulars, apply in First Instance, by Letter to

G.W.W. Office of this Paper. [1177a]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c., &c., &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th May, 1896. [189]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY & TAIWAN FOO. THE Company's Steamship

"THALES," Captain Hall, will be despatched for the above ports, TO-MORROW, the 4th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers. Hongkong, 3rd October, 1899. [1251a]

FOR MANILA. (Taking Cargo at through Rates for LTOIL.) THE Steamship

"SALVADORA," Captain Goitoleto, will be despatched as above TO-MORROW, the 4th instant, at Noon.

For Freight or Passage, apply to BRANDAO & Co., Agents. Hongkong, 3rd October, 1899. [1251a]

CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA. THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above TO-MORROW, the 4th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd October, 1899. [1145a]

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched TO-MORROW, the 4th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. M.A. Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd October, 1899. [1147a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR MANILA. THE Company's Steamship

"YUENSANG," Captain P. H. Rolfe, R.N.R., will be despatched as above TO-MORROW, the 4th October, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 30th September, 1899. [1244a]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"SARPEDON," Captain Grier, will be despatched as above on THURSDAY, the 5th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 2nd October, 1899. [1148a]

"BEN" LINE OF STEAMERS. FOR NAGASAKI, KOBE & YOKOHAMA. THE Steamship

"BENLARI," Captain Kroll, will be despatched as above on SATURDAY, the 7th October.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 28th September, 1899. [1235a]

FOR NEW YORK, VIA SUEZ CANAL. THE New Steamship

"PING SUEY," Captain C. de La Perelle, will be despatched for the above Port, on SATURDAY, the 7th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 30th September, 1899. [1202a]

THE OSAKA SHOSHEN KAISHA, LIMITED. FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"TAMSUI MARU," Captain S. Nagata, will be despatched for the above ports, SUNDAY the 8th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, 2nd October, 1899. [1213a]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"GALCHAS," Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1216a]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ORESTES," Captain Pulford, will be despatched on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1216a]

## Shipping.

## STEAMERS.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARGYLL," will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at Intervals S.S. "AFGHANISTAN" of 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 7th September, 1899. [1011a]

Consignees. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"PARRAMATTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., or S.S. *Himalaya*, S. N. Co's Steamers. Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 5th October, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessels' arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 29th September, 1899. [13]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent. Hongkong, 30th September, 1899. [13]

NORTHERN PACIFIC STEAMSHIP COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE," FROM PORTLAND OR, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents. Hongkong, 2nd October, 1899. [14]

To be Let.

TO LET. SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection). PROPERTY lately occupied by the Bowington Saw Mills.

GROUND FLOOR, 52, PEEL STREET. OFFICES: 1st floor, No. 10, PRAVA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

"HARFORD," MAGAZINE GARDEN, No. 4, RIFON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 28th August, 1899. [12]

TO LET. OFFICE ROOMS on 1st floor of No. 2, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899. [398a]

TO LET. ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates. Apply to "H." Hongkong, 17th May, 1899. [664a]

Intimations. NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1897. [11]

KUHN & KOMOR, JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG, 35, WATER STREET, YOKOHAMA.

36, DIVISION STREET, KOBE. Hongkong, 15th March, 1898. [142]

£100,000,000 UNCLAIMED! DOUGLAS REGISTERED LIST containing names of 20,000 Families advertised for to claim property and money since 1700. Price is 6d. post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery. DOUGLAS & CO., 62, Strand, London, England, Est. 1844. A fortune may await you. Will be searched for.

W. STUART HARRISON, Manager. Hongkong, 18th January, 1898. [135]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS. Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., LD., DUNLOP TYRES'S BICYCLES—PRICE...\$160. A special reliable Watch made for this Climate. Quality A...\$12. Quality B...\$10. 40, QUEEN'S ROAD, Watson's Building.

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road. S now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality. Hongkong, 22nd September, 1898. [14]

## Intimations.

## STEAMERS.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARGYLL," will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at Intervals S.S. "AFGHANISTAN" of 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 7th September, 1899. [1011a]

Consignees. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"PARRAMATTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

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H. A. RITCHIE, Superintendent. Hongkong, 29th September, 1899. [13]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.



## Intimations.

**CHS. J. GAUPP & CO.,**  
CHRONOMETER, WATCH, AND CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, AND OPTICIANS.  
CHARTS AND INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Pries at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES AND SPYGLASSES.  
Nos. 54 & 56, Queen's Road Central. [40]

WATERING  
APPARATUS

Non-freezing Automatic Hydrants  
and Street Waterers.  
Garden Watering Boxes and  
Apparatus.  
Gunmetal, Brass, and Cast-  
iron Cocks and Valves.  
**E. QUEENIE, E.C.P.,**  
Engineer and Clock Maker,  
(Successor of J. F. LE GADET)  
27, Rue de la Harpelle.  
Hydraulic and Marine Apparatus  
supplied to H. M. V. Co.  
Vapour Boilers (See the system).  
Apply to  
M. O'NEILL & CO., Paris.

THE NEW FRENCH REMEDY.  
THERAPION.

This successful and highly popular remedy,  
as employed in the Continental Hospitals by  
Ricord, Rostan, Jobert, Velpeau, and others,  
combines all the desiderata to be sought in  
a medicine of the kind, and surpasses every  
hitherto employed.

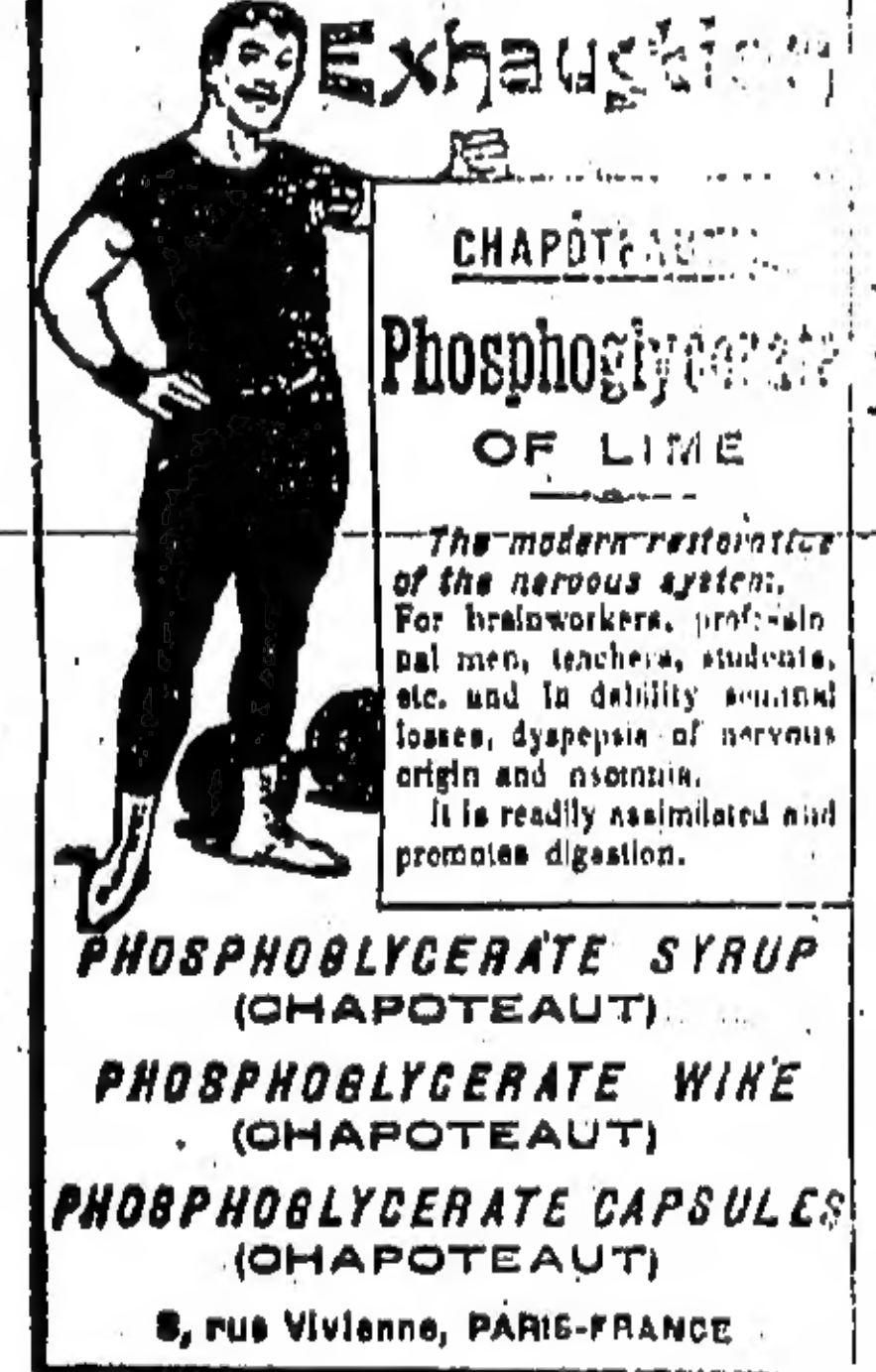
**THERAPION No. 1**, in a few days only,  
removes all discharges from the urinary organs,  
effectually superseding injections, the use of  
which does irreparable harm by laying the  
foundation of stricture and other serious diseases.  
In dysentery, piles, irritation of the  
lower bowel, cough, bronchitis, asthma, and  
some of the more trying complaints of this  
kind, it will be found astonishingly efficacious,  
affording prompt relief where other well-tried  
remedies have been powerless.

**THERAPION No. 2**, for impurity of the  
blood, scabby, pimples, spots, blotches, pains  
and swellings of the joints, secondary symp-  
toms, disease of the bones, sore throat, and all  
diseases for which it has been too much a  
fashion to employ mercury, sarsaparilla, &c.,  
to the destruction of the sufferer's teeth and ruin  
of health. This preparation purifies the whole  
system through the blood, and thoroughly  
eliminates every poisonous matter from the body.

**THERAPION No. 3**, for nervous exhaustion,  
waste of vitality, and all the distressing con-  
sequences arising from early error, excess,  
residence in hot, unhealthy climates, &c. It  
possesses surprising power in restoring strength  
and vigour to the debilitated.

**THERAPION** may be procured at 2/6 and  
4/6 per package, of the principal Chemists and  
Merchants throughout the world. In ordering,  
the purchaser should state which of the three  
numbers he requires, and observe that the word  
"THERAPION" appears on the Government  
Stamp (on white letters on a red ground)  
affixed to every genuine package by order of  
Her Majesty's Hon. Commissioners, and with-  
out which it is a forgery.

Sold by A. S. WATSON & Co., Limited,  
Hongkong, China and Manila. [96]

For Nervous  
Exhaustion


**CHAPOTEAUT'S**  
**PHOSPHOGLYCERATE**  
OF LINE  
The modern restorative  
of the nervous system.  
For hemiparesis, paral-  
ysis, neuralgia, sciatica,  
rheumatism, and all debility  
of the system, it is the only  
remedy that is really  
restorative and promotes  
digestion.

**PHOSPHOGLYCERATE SYRUP**  
(CHAPOTEAUT)  
**PHOSPHOGLYCERATE WINE**  
(CHAPOTEAUT)  
**PHOSPHOGLYCERATE CAPSULES**  
(CHAPOTEAUT)  
8, rue Vivienne, PARIS-FRANCE

## LET THEM ALL COME

**YEE CHUN'S STUDIO**  
at No. 50, QUEEN'S ROAD CENTRAL, where  
PHOTOGRAPHS and PORTRAITS on  
IVORY are executed at Moderate Prices.  
Hongkong, 2nd May, 1899. [56a]

**SIEN TING,**  
SURGEON DENTIST,  
No. 10, D'ARLINGTON STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1898. [43]

**DENTISTRY.**  
SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 4, Queen's Road Central.  
Hongkong, 8th March, 1899. [18a]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong-Harbours:-  
**HUTTON HALL**, British ship, Thurber.-Chas.  
E. Richardson & Co.

## OPIUM QUOTATIONS.

Hongkong, 3rd October.  
New Patna ..... 867 1/2 per chest  
New Benares ..... 837 1/2  
Old Malwa ..... 867 1/2 per picul  
Old Malwa ..... 867 1/2  
Persian, paper tied ..... 867 1/2

## The Share Market.

## LATEST QUOTATIONS.

(October 3rd.)  
**Banks.**  
Hongkong and Shanghai Banking Corporation  
—340 per cent. prem.  
The Bank of China & Japan, Ltd.—(Preference)  
nominal.  
The Bank of China & Japan, Ltd.—(Ordinary)  
—1/2 buyers.  
The Bank of China & Japan, Ltd.—(Deferred)  
—1/2 buyers.  
National Bank of China, Ltd.—\$26 1/2.  
Do. —\$26 1/2.  
**Marine Insurance.**  
Union Insurance Society of Canton, Ltd.—\$260.  
China Traders' Insurance Co., Limited—\$64 1/2.  
North China Insurance Co., Ltd.—Tls. 200.  
Yangtze Insurance Assoc. Ltd.—\$124.  
Canton Insurance Office, Ltd.—\$147 1/2.  
Straits Insurance Co., Ltd.—\$5.  
**Fire Insurance.**  
Hongkong Fire Ins. Co., Ltd.—\$335.  
China Fire Ins. Co., Ltd.—\$58.  
**Shipping.**  
Hongkong, Canton, & Macao Steamboat Co.,  
Limited—\$30.  
Indo-China Steam Navigation Company, Ltd.—  
\$72.  
China and Manila S.S. Co., Ltd.—\$90.  
Douglas Steamship Co., Ltd.—\$40.  
China Mutual S. N. Co., Ltd.—(Preference)—  
\$20 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—  
\$20 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—\$23  
buyers.  
Star Ferry Co., Ltd.—\$19 1/2.  
**Refineries.**  
China Sugar Refining Co., Ltd.—\$147.  
Luzon Sugar Refining Co., Ltd.—\$54.  
**Mining.**  
Punjab Mining Co., Ltd.—\$890.  
Do. Preference Shares—\$2.  
Societe Francaise des Charbonnages du Ton-  
kin—\$245.  
Queen Mines, Limited—\$0.45.  
Jebeu Mining and Trading Co., Ltd.—\$15 1/2.  
Raub A'han Gold Mining Co., Ltd.—\$64 1/2.  
Oliviers Freehold Mines, Ltd.—(A) \$12.  
Oliviers Freehold Mines, Ltd.—(B) \$7.50.  
Great Eastern and Caledonian Gold Mining  
Co., Ltd.—\$2.  
**Wharves and Godowns.**  
Hongkong & Whampoa Dock Co., Ltd.—\$30.  
Hongkong and Kowloon Wharf and Godown  
Company, Limited—\$96.  
Wanchai Warehouse and Storage Co., Ltd.—\$45.  
New Amoy Dock Co., Ltd.—\$18.  
**Lands, Hotels and Buildings.**  
China Provident Loan and Mortgage Co., Ltd.—  
\$9.50.  
Hongkong Land Investment and Agency Co.,  
Ltd.—\$113.  
Kowloon Land and Building Co., Ltd.—\$28.  
West Point Building Co., Ltd.—\$34.  
Hongkong Hotel Co., Ltd.—\$130.  
Humphreys' Estate and Finance Co., Ltd.—  
\$104.  
**Miscellaneous.**  
Green Island Cement Co., Ltd.—\$28 1/2.  
China-Borneo Co., Limited—109.  
A. S. Watson & Co., Limited—\$167 1/2.  
Hongkong Electric Co., Limited—\$13.  
Hongkong and China Gas Co., Ltd.—\$330.  
Hongkong Rope Manufacturing Co., Ltd.—\$190.  
Geo. Fenwick & Co., Ltd.—\$42 1/2.  
Hongkong Ice Co., Ltd.—\$130.  
Hongkong High-Level Tramways Co., Ltd.—  
\$178.  
Dairy Farm Co., Limited—\$6.  
Hongkong & China Bakery Co., Ltd.—\$25.  
Campbell, Moore & Co., Ltd.—\$15.  
Bell's Asbestos Eastern Agency, Limited—\$1  
nominal.  
Bells Asbestos Eastern Agency, Ltd.—\$5.  
Carmichael & Co., Limited—\$8.  
Hongkong Cotton Spinning, Weaving and  
Dyeing Co., Ltd.—\$24.  
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 68.  
International Cotton Mfg. Co., Ltd.—Tls. 75.  
Lao-tung Cotton Spinning & Weaving  
Co., Ltd.—Tls. 77.  
Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.  
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.  
Tebrau Planting Co., Ltd.—\$4 per share.  
Tebrau Planting Co., Ltd.—\$5.  
BENJAMIN, KELLY & POTTS (Share Brokers.)  
Telegraph Address—"Rialto."

## EXCHANGE

Hongkong, 3rd October.  
**ON LONDON**, Telegraphic Transfer ..... 111 1/2  
Credits, 4 months' sight ..... 111 1/2  
On Demand, 4 months' sight ..... 111 1/2  
**ON PARIS**, (demand) ..... M. 1.06 1/2  
Credits, 4 months' sight ..... 2.48 1/2  
**ON NEW YORK**, Bank Bills, on demand ..... 46 1/2  
Credits, 30 days' sight ..... 47 1/2  
**ON BOMBAY**, Telegraphic Transfer ..... 142 1/2  
On demand ..... 143  
**ON SHANGHAI**, Telegraphic Transfer ..... 72 1/2  
Private, 30 days' sight ..... 73 1/2  
**ON YOKOHAMA**, T.T. ..... 55 per cent. prem.  
Sovereigns, Bank's Buying Rate ..... \$10.32  
Gold Leaf too touch, per tael ..... \$10.32  
Bar Silver ..... 2 per cent. prem.

VISITORS AT THE HONGKONG  
HOTEL

Mr. J. H. Aiken  
Mr. G. H. Allen  
Mrs. John Angus  
Mr. W. S. Bailey  
Mr. John Baxter, Jr.  
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Buttenheim  
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Mr. C. Burdett  
Mr. A. B. Carter  
Capt. and Mrs. Cartier  
Miss Cartier  
Dr. and Mrs. F. Clark  
Mr. H. Crocker  
Mr. P. C. Denroche  
Mr. A. Doctor  
Mr. C. B. Dodd  
Mr. D. E. Emswold  
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Mrs. Hillman  
Mr. T. Howard  
Mr. Philip Hufman  
Mr. Wm. K. Hughes  
Mr. A. Jackson  
Major and Mrs. Jeffreys  
Mr. and Mrs. Joseph  
Mr. L. O. Kaiser  
Mr. E. A. Kitchin  
Mr. H. B. Kendrick  
Mr. and Mrs. Kiene  
Mr. Kinghorn  
Mr. J. Kirkwood  
Mr. E. A. Leggett  
Miss H. I. Lewis  
Miss Lusk  
Mr. E. D. Mait

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PEAK HOTEL

Mr. H. F. R. Brayne  
Mr. P. Burn  
Mr. and Mrs. F. G. Collins  
Capt. van Corbach  
Mr. G. H. Dann  
Mr. and Mrs. W. H. T.  
Davis and child  
Mr. A. J. Denison  
Col. G. J. H. Ewart  
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Mr. R. M. Ezekiel  
Mr. A. Forbes  
Lt.-Col. A. R. Fraser  
Colonel E. H. Gorges  
Staff-Surgeon and Mrs.  
W. E. Home  
Mr. H. U. Jeffries  
Major G. K. St. John  
Capt. F. Koford  
Mr. J. Lamke  
Mr. J. E. Lee  
Mr. C. W. Longuet  
Mrs. C. W. Longuet  
J. Von Oertzen  
Dr. Mark Peters  
Don. H. E. Pollock  
Capt. H. V. Pryne  
Mr. A. Reed  
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Mr. A. Sinclair  
Mr. A. Findlay Smith  
Mr. A. G. Stokes  
Mr. A. P. Stokes  
Mr. G. H. Wheeler  
Mr. H. Windrath  
**CRAGIEBURN.**  
Rev. Bishop Dardon  
Rev. F. Flynn, R.N.  
Mrs. Horder  
Hon. and Mrs. R. D.  
Ormsby  
Miss Ormsby  
Mr. A. I. Richardson  
Mrs. Percy Rolfe and  
son  
Capt. C. B. Simmonds,  
Madame Volpicelli  
R.A.  
Rev. Bishop Dardon  
Mrs. Hugo Silvestri  
Mrs. Simmonds  
The Government Civil  
Hon. and Mrs. R. D.  
Ormsby  
Miss Ormsby  
Mr. and Mrs. W. E.  
Turner  
Miss Underwood  
Consul Volpicelli  
Madame Volpicelli  
R.A.  
**VESSELS IN PORT.**  
**Steamers.**  
AMARA, British steamer, 1,705, C. J. Matlock,  
30th Sept.—Samarang 20th Sept., Sugar.  
Jardine, Matheson & Co.  
CLIO, British steamer, 776, J. B. Whyte, 2nd  
Officer—Samarang 1st Sept., General—  
Lauts, Wegener & Co.  
DECIMA, German steamer, 955, Christiansen,  
1st Oct.—Moj 23rd Sept., Coal.—Sander,  
Wieler & Co.  
DORIC, American steamer, 2,691, Harry Smith,  
R.N.R., 30th Sept.—San Francisco 22nd  
Sept., Honolulu 9th, Yokohama 22nd,  
Kobe 23rd, Nagasaki 25th, and Shanghai  
28th, Mails and General.—O. & O. S. S.  
Co.  
EQUATORIA, Belgian steamer, 1,200, Ch. Daly,  
23rd Sept.—Saigon 23rd Sept., Rice and  
Flour.—R. Mart.  
FAUSANG, British steamer, 1,140, T. A. Mitchell,  
29th Sept.—Saigon 21st Sept., Rice—  
Jardine, Matheson & Co.  
GOTHARD, Italian bark, 759, C. Lewanger,  
1st Oct.—Callao Peru 21st July, Iron.—  
Order.  
HOIHAO, French steamer, 509, J. C. Gerard,  
1st Oct.—Pakhoi and Hoihow 30th Sept.,  
General.—A. R. Mart.  
HONGKONG, French steamer, 847, Bastian,  
1st Oct.—Haiphong and Hoihow 30th  
Sept., General.—A. R. Mart.  
HUE, French steamer, 704, P. Merlees, 28th  
Sept.—Haiphong and Hoihow 27th Sept.,  
General.—R. Mart.  
HUPER, British steamer, 1,894, Pennyfather,  
1st Oct.—Java 21st Sept., Sugar.—Butter-  
field & Swire.  
INDEPENDENT, German steamer, 850, A. Hult,  
28th Sept.—Sourabaya 13th Sept., Sugar  
and Nuts.—Sander, Wieler & Co.  
MONMOUTHSHIRE, British steamer, 2,874, W.  
A. Evans, 30th Sept.—Portland, Oregon  
1st Sept., General.—Doddell & Co.  
NANSHAN, American steamer, 1,344, Stovell,  
28th Sept.—Manila 22nd Sept.  
PROBING, German steamer, 687, P. Brandt,  
28th Sept.—Touzon 25th Sept., General—  
Chinese.  
PROSPER, Norwegian steamer, 789, E. Thors-  
teinsen, 1st Oct.—Samarang 20th Sept.,  
Sugar and Malasses.—Geo. R. Stevens &  
Co.  
QUARTIA, German steamer, 1,146, H. Johansen,  
27th Sept.—Saigon 23rd Sept., Rice—  
Sander, Wieler & Co.  
SALAHADJI, Danish steamer, 1,235, C. Anema,  
23rd Sept.—Moj 20th Sept., Coal.—Meyer  
& Co.  
SUEVIA, German steamer, 4,129, Föcker, 14th  
Sept.—Swatow 13th Sept., General—  
Siemssen & Co.  
TAIYUAN, British steamer, 1,459, R. Nelson,  
3rd Sept.—Melbourne 22nd July, Sydney  
29th, Brisbane 1st Aug., Townsville 4th,  
Cooktown 6th, Thursday Island 13th, Port  
Darwin 17th, and Manila 31st, General—  
Butterfield & Swire.  
THALES, British steamer, 824, T. Hall, 1st  
Oct.—Swatow 30th Sept., General—  
Douglas, Leprieux & Co.  
WYFIELD, British steamer, 2,088, G. Cartier,  
29th Sept.—Manila 22nd Sept., Ballast—  
Order.  
YUENSANG, British steamer, 1,128, P. H. Rolfe,  
R.N.R., 30th Sept.—Manila 30th Sept.,  
Hemp and Tobacco.—Jardine, Matheson  
& Co.  
**Sailing Vessels.**  
CHALLENGER, American ship, 142, Gould, 12th  
Sept.—Manila 2nd Sept., Ballast.—Arn-  
hold, Kurbeg & Co.  
ETHA RICKMERS, German ship, 1,734, Joh.  
Bencke, 22nd Sept.—Cardiff 13th May.  
Coal.—Arnhold, Kurbeg & Co.  
GOVERNOR ROBIE, American ship, 1,627,  
Nichols, 21st Aug.—New York 5th May,  
Kerosine Oil.—Standard Oil Co.  
JOSEPH, American ship, 1,347, P. Gilkey,  
30th Aug.—New York 25th April, Case  
Oil.—Standard Oil Co.  
MARY L. CUSHING, American bark, 1,540,  
1st Oct.—New York 16th May, Case Oil.  
—Order.  
MAY FLINT, American ship, 3,576, R. Banfield,  
20th Sept.—New York 24th April, Case  
Oil.—Standard Oil Co.  
RETRIEVER, British schooner, 96, Parker, 8th  
Sept.—Honolulu 16th July, Ballast—  
Order.  
SIMON, British, 4-masted bark, 2,037, Huestis,  
25th Aug.—Cebu and Philippine Islands  
22nd Aug., Ballast.—Order.  
ST. DAVID, American ship, 1,400, Lyons, 16th  
Aug.—San Francisco 3rd June, Flour—  
Order.  
ST. JAMES, American ship, 1,453, R. M. Tapley,  
29th Sept.—Manila 13th Sept., Ballast—  
Reuter, Bruckmann & Co.  
VALKYRIEN, British bark, 498, J. R. Hall, 23rd  
Sept.—Rajung, Borneo, 3rd September,  
Timber.—Order.  
WARATAH, British schooner, 25, Haynes, 23rd  
Sept.—Takow 15th Sept., Ballast.—Mr. F.  
W. Hall.  
**HER BRITANNIC MAJESTY'S SHIPS  
ON THE CHINA STATION.**  
Hongkong, October 3rd, 1899.  
Alacrity, despatch-vessel, 1,700 tons, 10 p.m.  
g.g. guns, 3,000 h.p., Commander A. H.  
Smith-Dorrien, cruising.  
Algerine, sloop, 1,550 tons, 6 guns, 1,100 h.p.,  
Comdr. E. J. W. Slade, Foochow.  
Aurora, British cruiser, 5,600 tons, Capt. E. J.  
Baily, cruising.  
Barfleur, 1st class battleship, 13,000 tons, 14  
guns, 13,163 h.p., Captain Hon. S. C. J.  
Colville, C.B., cruising.  
Bonaventure, 2nd class cruiser, 4,360 tons, 18  
guns, 9,000 h.p., Capt. R. H. J. Mont-  
gomery, C.B., R.N., Hongkong.  
British, British cruiser, 1,770 tons, 6 guns, 5,600  
h.p., Capt. Wrey, cruising.

**Centurion**, 1st class battleship, 10,900 tons, 14  
guns, 13,000 h.p., Captain R. J. Jellicoe,  
cruising.  
**Daphne**, sloop, 1,140 tons, 8 guns, 2,000 h.p.,  
Comdr. G. Winnington-Ingram, cruising.  
**Eik**, coast defence gunboat, 363 tons, 3 guns,  
200 h.p., Lieut.-Comdr. C. Chadwick,  
Shanghai.  
**Fame**, twin screw, torpedo-boat destroyer, 402  
tons, 5,400 h.p., Lieut.-Com. R. Keyes,  
cruising.  
**Firebrand**, 3rd class gunboat, 455 tons, 4 guns,  
360 h.p., Hongkong.  
**Handy**, twin screw, torpedo-boat destroyer,  
280 tons, 6 guns, 4,000 h.p., Hongkong.  
**Hart**, twin screw, torpedo-boat destroyer, 260  
tons, 6 guns, 4,000 h.p., Hongkong.  
**Hermione**, 2nd class cruiser, 4,360 tons, 9,000  
h.p., 18 guns, Capt. G. Callaghan, cruising.  
**Hummer**, storeship, 1,640 tons, 800 h.p., Com.  
H. J. Davison, Hongkong.  
**Iphigenia**, 2nd class cruiser, 3,600 tons, 8  
guns, 7,000 h.p., Capt. H. N. Dudding,  
cruising.  
**Limne**, gun-vessel, 756 tons, 2 heavy guns, 4  
6-pounders, 870 h.p., Commander W. W.  
Symthe, cruising.  
**Orlando**, British cruiser, 5,600 tons, Capt. J.  
Burke, Japan.  
**Peacock**, 1st class gunboat, 755 tons, 6 guns,  
1,200 h.p., Lieut.-Comdr. P. S. St. John,  
Manila.  
**Pigmy**, 1st class gunboat, 755 tons, 6 guns,  
1,200 h.p., Lieut.-Comdr. J. F. E. Green,  
Shanghai.  
**Plowey**, 1st class gunboat, 755 tons, 6 guns,  
1,200 h.p., Lieut.-Comdr. S. V. Y. De M.  
Cooper, Foochow.  
**Powerful**, 1st class cruiser, 14,200 tons, 25,000  
h.p., Hon. H. Lambton, Singapore.  
**Rattler**, 1st class gunboat, 715 tons, 6 guns,  
1,200 h.p., Lieut.-Com. The Hon. G. A.  
Hardinge, Hongkong.  
**Swift**, gun-vessel, 756 tons, 2 heavy guns, 4  
6-pounders, 870 h.p., Foochow.  
**Tamar**, receiving ship, 4,600 tons, Comdr.  
Powell, Hongkong.  
**Tweed**, coast defence gunboat, 363 tons, 3  
guns, 200 h.p., Hongkong.  
**Undine**, 1st class cruiser, 5,600 tons, 12  
guns, 8,000 h.p., Capt. A. C. Clarke,  
Hongkong.  
**Victorious**, British battleship, 14,900 tons, 32  
guns, 12,000 h.p., Captain A. Schomberg,  
cruising.  
**Waterwitch**, surveying vessel, 620 tons, Com-  
mander W. P. Dawson, Chusan.  
**Whiting**, twin screw, torpedo-boat destroyer,  
320 tons, 6,000 h.p., Lieut.-Comdr. E.  
Kelly, cruising.  
**Wivern**, coast defence ship, 2,750 tons, 4 guns,  
1,000 h.p., Hongkong.  
Torpedo-boats in Reserve Nos. 8 and 20, 35,  
36, 37 and 38, first-class and 3 second-class  
boats.  
**Miscellaneous.**  
**Elma**, Italian cruiser, 3,530 tons, Capt. G.  
Girollo, Shanghai.  
**Kaiserin Elisabeth**, Austrian cruiser, 1,904  
tons, 9,000 h.p., Capt. Julian, Shanghai.  
**Liberal**, Portuguese gunboat, 588 tons, Comdr.  
Cunha, Macao.  
**Stramboli**, Italian cruiser, 3,359 tons, Captain  
Cannata, Shanghai.  
**FOREIGN MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.**  
**The Russian Squadron.**  
**Admiral Korniloff**, Russian armoured cruiser,  
5,000 tons, twin screw, 35 guns, 9,500 h.p.,  
Captain Molos, at Port Arthur.  
**Albatross**, Russian gunboat, 810 tons, 8 guns, 760  
h.p., Captain Gikskiy, at Vladivostok.  
**Bobr**, Russian gun-vessel, twin screw, 950 tons,  
13 guns, 1,150 h.p., Captain Boisman, at  
Vladivostok.  
**Dimitri Donkoff**, Russian armoured cruiser,  
5,893 tons, twin screw, 34 guns, 7,000 h.p.,  
Com. Witloff, at Vladivostok.  
**Gaidamak**, Russian gunboat, 400 tons, twin  
screw, 18 guns, 3,500 h.p., Capt. Serebren-  
nikoff at Vladivostok.  
**Gremiashty**, Russian armoured cruiser, 1,492  
tons, twin screw 12 guns, 2,000 h.p., Capt.  
Bouboff, at Port Arthur.  
**Koreytz**, Russian cruiser, 1,200 tons, 9 guns,  
2,150 h.p., Capt. Serebrennikoff, at Port  
Arthur.  
**Kreyzer**, Russian cruiser, 1,300 tons, 18 guns,  
1,800 h.p., Capt. Zvinskoy, at Singapore.  
**Mandjour**, Russian cruiser, 1,213 tons, twin  
screw, 14 guns, 1,500 h.p., Capt. Kachaioff,  
at Vladivostok.  
**Naturin**, Russian battleship, 10,000 tons, 10  
guns, 9,000 h.p., Captain Tenrich, at  
Vladivostok.  
**Nayenshin**, Russian cruiser, 1,334 tons, 14 guns,  
1,800 h.p., Capt. Zurine, at Port Arthur.  
**Otvaany**, Russian armoured cruiser, 1,490 tons,  
twin screw, 12 guns, 2,000 h.p., Captain  
Copiatoff, at Nagasaki.  
**Panait Azov**, Russian cruiser, 6,000 tons, 36  
guns, 8,000 h.p., Captain Vironis, at  
Vladivostok.  
**Rosita**, Russian armoured cruiser, 12,200 tons,  
Capt. Domojoff, at Port Arthur.  
**Rurik**, Russian flagship, 10,940 tons, armoured  
twin screw cruiser, 1st class, 44 guns,  
13,500 h.p., Capt. Groupt, at Port Arthur.  
**Sitach**, Russian gunboat, 4 guns, 1,200 h.p.,  
Capt. Baranoff, at Vladivostok.  
**Sistat Felitsy**, Russian battleship, 10,000 tons,  
14 guns, 8,200 h.p., Capt. C. Parnayoff,  
at Port Arthur.  
**Svovitch**, Russian gunboat, 950 tons, twin  
screw 13 guns, 1,200 h.p., Capt. Astromoff,  
at Port Arthur.  
**Vladimir Monomach**, Russian cruiser, 6,000  
tons, Prince Ouchtomsky, at Port Arthur.  
**Vostok**, Russian torpedo gunboat, 4 guns, 650  
h.p., Com. Molchouky, at Vladivostok.  
**Vladnik**, Russian torpedo boat, 400 tons, 18  
guns, twin screw, 3,500 h.p., Capt. Rogoff,  
at Vladivostok.  
**Yakov**, Russian gunboat, 16 guns, 890 h.p., at  
Vladivostok.  
**Zabaki**, Russian cruiser, 1,230 tons, 20 guns,  
2,000 h.p., Capt. Shkurff, at Port Arthur.  
**RUSSIAN TORPEDO FLOTILLA.**  
(SEA GOING).  
**Borgo**, 1st class, Russian torpedo boat, 81 tons,  
3 guns, 2 torp. tubes, 1,100 h.p., speed 21  
knots.  
**Jantichik**, Russian torpedo boat, 87 tons, 4  
guns, 970 h.p., 19 knots.  
**Nargen**, Russian torpedo boat, 85 tons, 4 guns,  
1,200 h.p., 22 knots.  
**Nevarostik**, Russian torpedo boat, 87 tons, 4  
guns, 2,000 h.p., 22 knots.  
**Podaromik**, Russian torpedo boat, 23 tons, 1  
gun, 220 h.p., 16 knots.  
**Stik**, Russian torpedo boat, 23 tons, 4 guns, 212  
h.p., 16 knots.  
**Storpien**, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
**Sopichien**, Russian torpedo boat, 87 tons, 4 guns,  
970 h.p., 19 knots.  
**Strelaid**, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
**Stravits**, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.

**Sungari**, Russian torpedo boat, 140 tons, 4  
guns, 1,800 h.p., 22 knots.  
**Ussuri**, Russian torpedo boat, 140 tons, 4 guns,  
1,800 h.p., 22 knots.  
Flagship of Vice-Admiral Alexieff.  
Flagship of Rear-Admiral F. V. Dubossouff.  
Flagship of Rear-Admiral Reouloff.  
**THE FRENCH SQUADRON.**  
**Aspie**, French gunboat, 463 tons, 6 guns, 453  
h.p., Captain Jourmet, at Saigon.  
**Bayard**, French flagship, 5,668 tons, 36 guns,  
4,500 h.p., Capt. Joannht, at Yokohama.  
**Beaulemps-Beaupre**, French cruiser, 1,246 tons,  
14 guns, 895 h.p., Captain Ternet, at  
Chefoo.  
**Brutus**, French cruiser, 4,750 tons, 16 guns,  
8,800 h.p., at Saigon.  
**Comte**, French gunboat, 473 tons, 6 guns, 631  
h.p., Captain Simon, at Saigon.  
**Decarles**, French protected cruiser, 3,985 tons,  
36 guns 631 h.p., Captain Bernard, at  
Nagasaki.  
**Eclairer**, French cruiser, 1,608 tons, 15 guns,  
2,408 h.p., Capt. Texier, at Along Bay.  
**Forfait**, French cruiser, 2,321 tons, 23 guns,  
2,764 h.p., Capt. Delort, at Nagasaki.  
**Incertain**, French cruiser, 891 tons, 8 guns,  
850 h.p., Capt. La Seyne, at Chemulpo.  
**Jean Bart**, French cruiser, 4,500 tons, 10 guns,  
8,800 h.p., Capt. Aubin, at Foochow.  
**Lion**, French gunboat, 473 tons, 8 guns, 576  
h.p., Capt. Amot, at Shanghai.  
**Pascal**, French protected cruiser, 3,985 tons,  
36 guns, 9,000 h.p., Capt. de Bretet, at  
Manila.  
**Pluvier**, French despatch-boat, 545 tons, 4  
guns, 500 h.p., Comdr. Vidal, at Bangkok.  
**Surprise**, French gunboat, 627 tons, 10 guns,  
800 h.p., at Saigon.  
**Triumphante**, French armoured cr., 4,700 tons,  
24 guns, 2,400 h.p., Capt. B. de Broitzel, at  
Saigon.  
**Youban**, French flagship, 6,150, Capt. Boutei,  
at Haiphong.  
**Vidre**, French gunboat, 463 tons, 6 guns, 441  
h.p., Comdr. Constolle, at Bangkok.  
Flagship of Rear-Admiral Gigault de  
Bedollier.  
**THE GERMAN SQUADRON.**  
**Cormoran**, German cruiser, 1,640 tons, 14 guns,  
2,700 h.p., Comdr. Brunsat, at Friedrich  
Wilhelmshaven.  
**Gefion**, German cruiser, 4,207 tons, 25 guns,  
9,000 h.p., Capt. Fehenius, at Amoy.  
**Deutschland**, German cruiser, 7,319 tons, 38  
guns, 5,560 h.p., Capt. Plachet, at Seoul.  
**Treue**, German cruiser, 4,400 tons, 22 guns,  
8,000 h.p., Capt. Obenteimer, at Foochow.  
**Kaiserin Augusta**, German cruiser, 6,000 tons,  
12 guns, 12,000 h.p., Captain Gulich, at  
Manila.  
**Kulser**, German flagship, 7,676 tons, 28 guns,  
10,000 h.p., Captain Stubbenauch, at Wei-  
hai-wei.  
**Morve**, German surveying vessel, 970 tons,  
Captain Korvetten, at Amoy.  
**Prinzess Wilhelm**, German cruiser, 4,000 tons,  
22 guns, 8,000 h.p., Captain Truppel, at  
Kiaochow.  
Flagship of Rear-Admiral von Diederichs.  
Flagship of Prince Henry of Prussia.  
**THE AMERICAN SQUADRON.**  
**Baltimore**, U.S. cruiser, 4,413 tons, 10 guns,  
10,000 h.p., Capt. J. M. Forsythe, at Manila.  
**Bennington**, U.S. gunboat, 1,710 tons, 6 guns,  
2,426 h.p., Comdr. E. D. Haggis, at Manila.  
**Callahan**, U.S. gunboat, 1,377 tons, 4 guns, 55  
h.p., Lieut. Benjamin Tappan, at Manila.  
**Castine**, U.S. gunboat, 1,777 tons, 8 guns, 2,199  
h.p., Comdr. S. W. Very, at Manila.  
**Celtic**, U.S. supply ship, 6,428 tons, 1,850 h.p.,  
Lieut.-Comdr. N. J. K. Patch, at Manila.  
**Charleston**, U.S. cruiser, 3,730 tons, 8 guns,  
6,666 h.p., Capt. G. W. Pigman, at  
Manila.  
**Concord**, U.S. gunboat, 1,703 tons, 6 guns, 3,003  
h.p., Lieut. J. H. Briggs, at Manila.  
**Culgoa**, U.S. supply ship, 7,000 tons, 2,500 h.p.,  
Lieut. Comdr. J. W. Catlin, at Manila.  
**Glacier**, U.S. refrigerator ship, Comdr. C. H.  
Arnold, at Manila.  
**Helena**, U.S. gunboat, 1,397 tons, 8 guns, 1,988  
h.p., Comdr. E. K. Moore, at Manila.  
**Iris**, U.S. distilling ship, 6,100 tons, 1,300 h.p.,  
Lieut.-Comdr. N. T. Houston, at Manila.  
**Manila**, U.S. gunboat, 1,057 tons, 2 guns, 750  
h.p., Lieut.-Comdr. Frederic Singer, at  
Manila.  
**Monaghan**, U.S. double-turret monitor, 3,990  
tons, 6 guns, 3,000 h.p., Comdr. John  
McGowan, at Manila.  
**Monocacy**, U.S. gunboat, 1,370 tons, 6 guns,  
850 h.p., Com. G. A. Bicknell, at Shanghai.  
**Montevideo**, U.S. double-turret monitor, 684  
tons, 4 guns, 5,214 h.p., Comdr. E. H. C.  
Leutze, at Manila.  
**Nanshan**, U.S. collier.  
**Oregon**, U.S. 1st class battleship, 10,288 tons,  
16 guns, 11,111 h.p., Capt. G. F. Wilde,  
at Manila.  
**Petrel**, U.S. gunboat,